



latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 28 SEPTEMBER

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SUCCESS STORY...

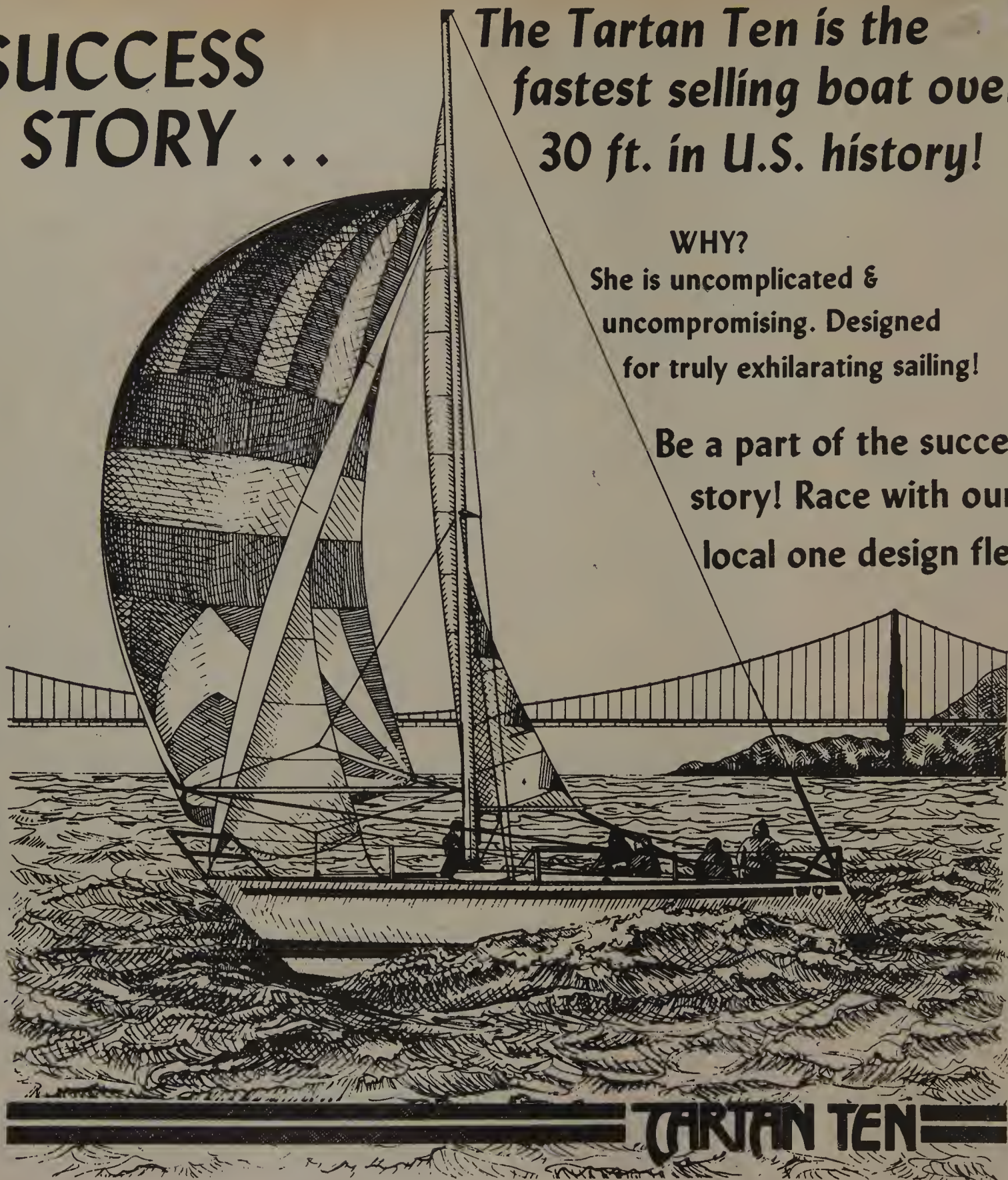
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Winning the Banshee Nationals with a record of 1, 1, 1, 1, 1, 2 would seem like it resembles the age old art of taking candy away from kids, but that is not exactly how things were for John Navas. When we asked him how come he got that second place he told us that the racing had been really tough. It had been common for the first ten boats to get to the weather mark within ten seconds of each other, and the lead would change regularly during each race. That is good competition.

John is not new to Banshee sailing. He has been sailing the boat for some seven years, and says that every time he goes out he learns some more of the basics.

When looking for a new sailmaker, John came to Richards & van Heeckeren, and explained his thoughts on Banshee sails. We listened, and went to work. The results are pleasing both to John and ourselves.

We are pleased to have John sailing with our sails, because we like to have our sails on winning boats, and having a super sailor like John at the helm certainly makes you look good.

John is pleased to be sailing with our sails, because when the competition is tough, a super sail gives him that little edge he needs.

Congratulations to John Navas for a splendid display of skill during a regatta where precision and execution combined with a touch of extra boat speed made a tremendous difference in the score.



★ John Navas winning the Banshee Nationals.



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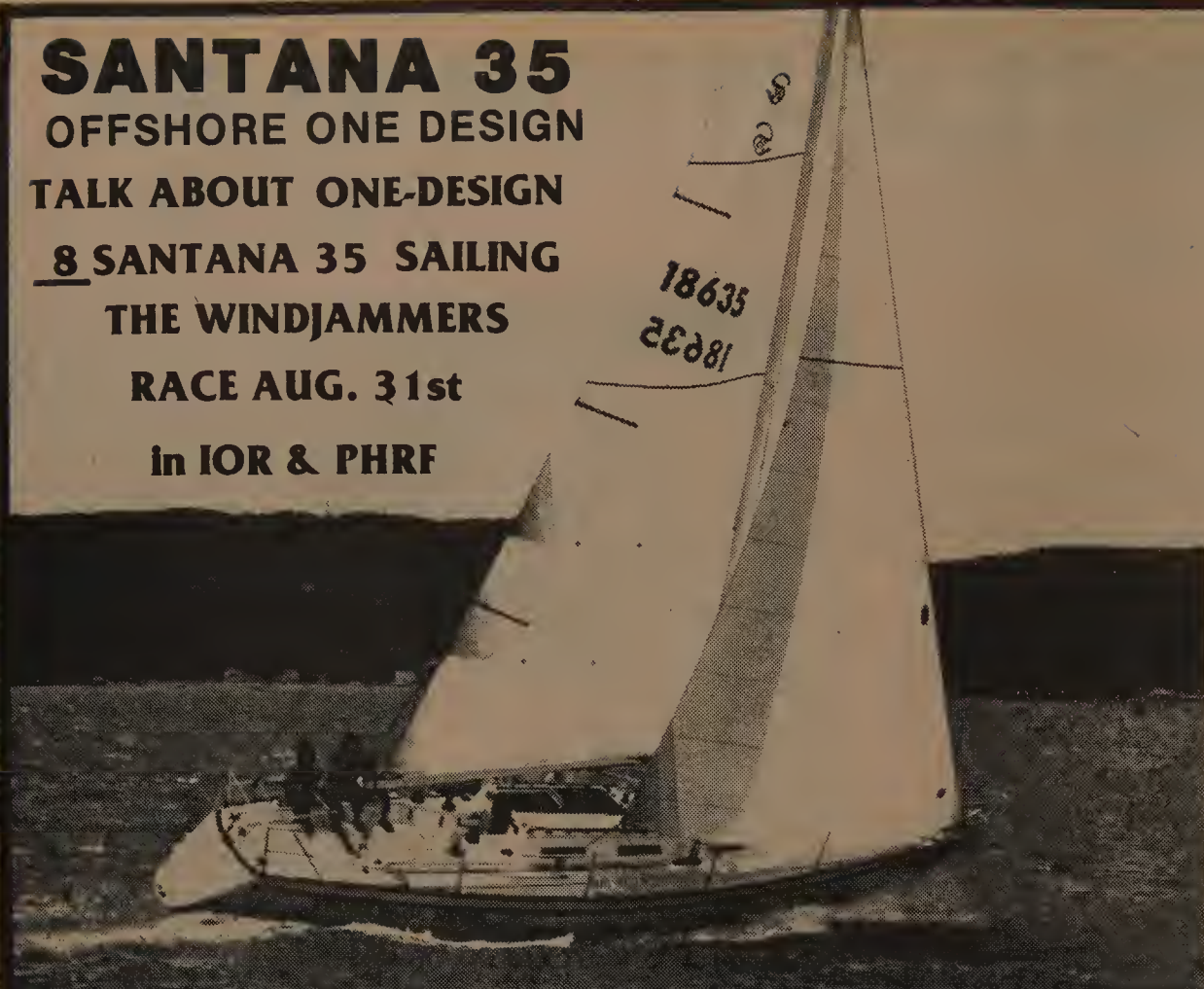
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8 SANTANA 35 SAILING

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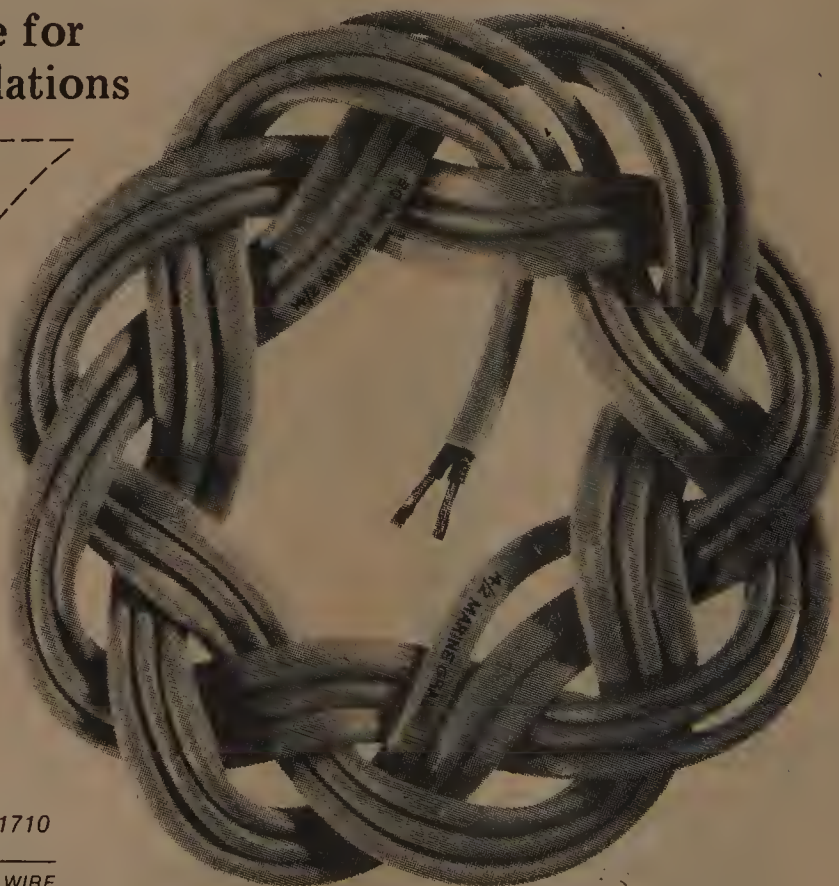
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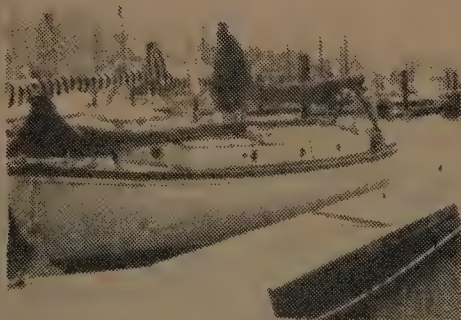
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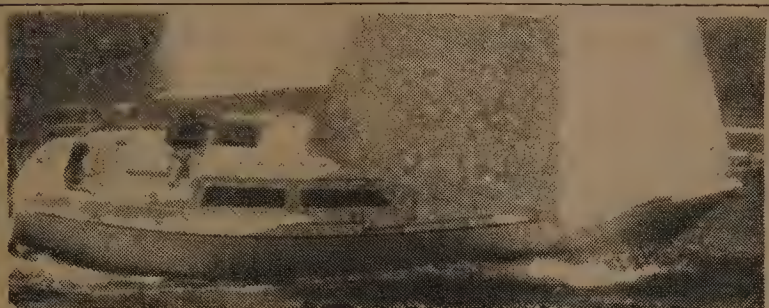


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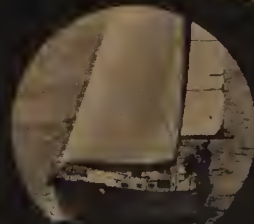
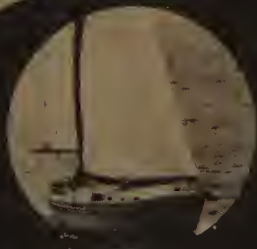
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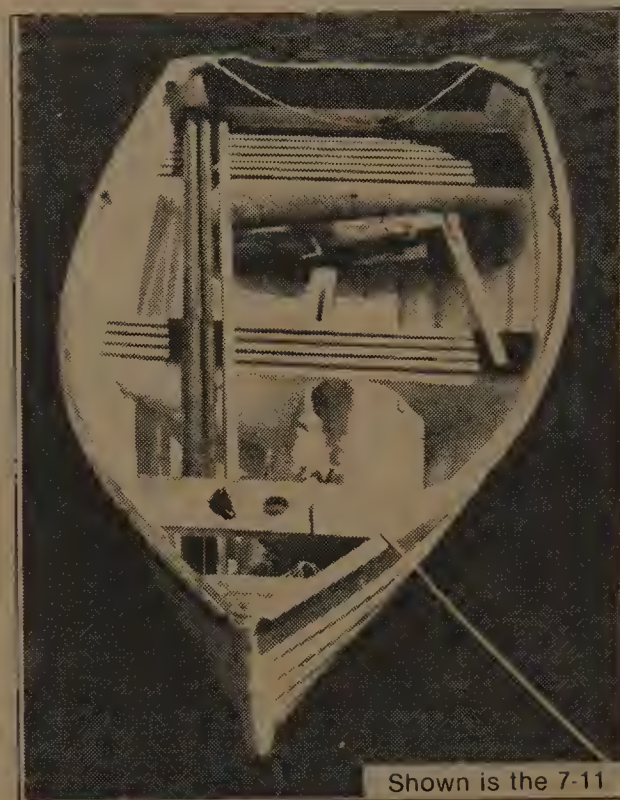
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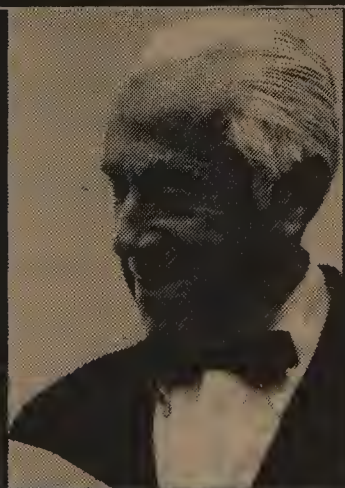
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*Professor Stedman Hood,
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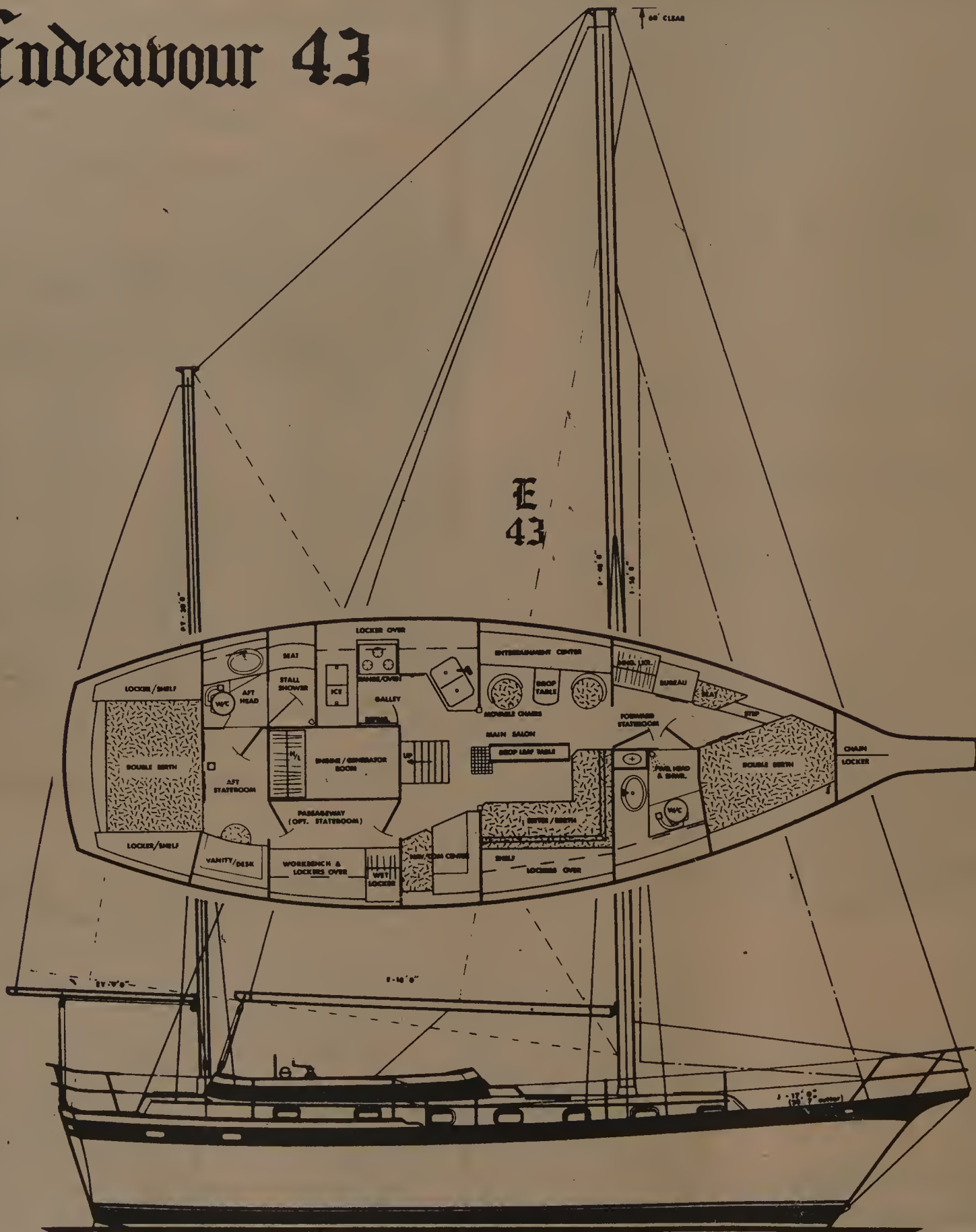
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LETTERS

Latitude 38,

If I miss just one issue of your sailing sheet, I'd be so completely disgusted that I'd have to move to Peru!!

Mike Taylor
Burlingame

Latitude 38,

Sue Rowley's article on the six metres identified the St. Francis IV as the world's first fiberglass six. This is not the case. The *Poisson Soluble* (US101) was the first. It was built in Seattle and finished some months ahead of the St. Francis.

Gary Mull was the designer of the *Poisson Soluble* (soluble fish) and attended her launching in May of 1975 where he was instructed by a french teacher in pronunciation and attacked by a lovelorn female dog (his influence with the ladies is well known.)

Yours truly,
Robert Thomas Horsley
Seattle

The Poisson People included the decal pictured here with



GO FISH

Poisson Soluble, US101

this letter. No doubt they intend to duplicate the St. Francis prank of plastering decals all over the Australian entry a few years back. So, beware of Poissons of September.

Six Metre Worlds run from September 6 to 12 in Seattle and will be followed by the even more prestigious Australian — American Challenge Cup which begins on the bay the day after the Big Boat Series ends, September 16.

Latitude 38,

Let's hear it for the crew!

For the past two seasons I have skippered my Valiant 40 *Windfall* around the bouys and offshore as a race participant. With this exposure, as well as maintaining a keen interest in yacht racing for the past decade, I am disappointed in one

SERIOUS

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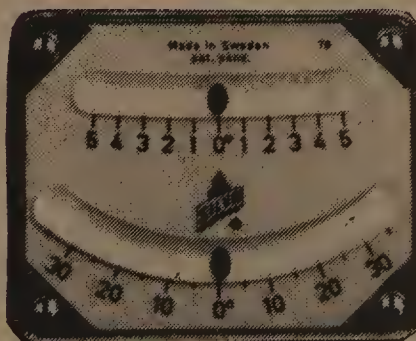


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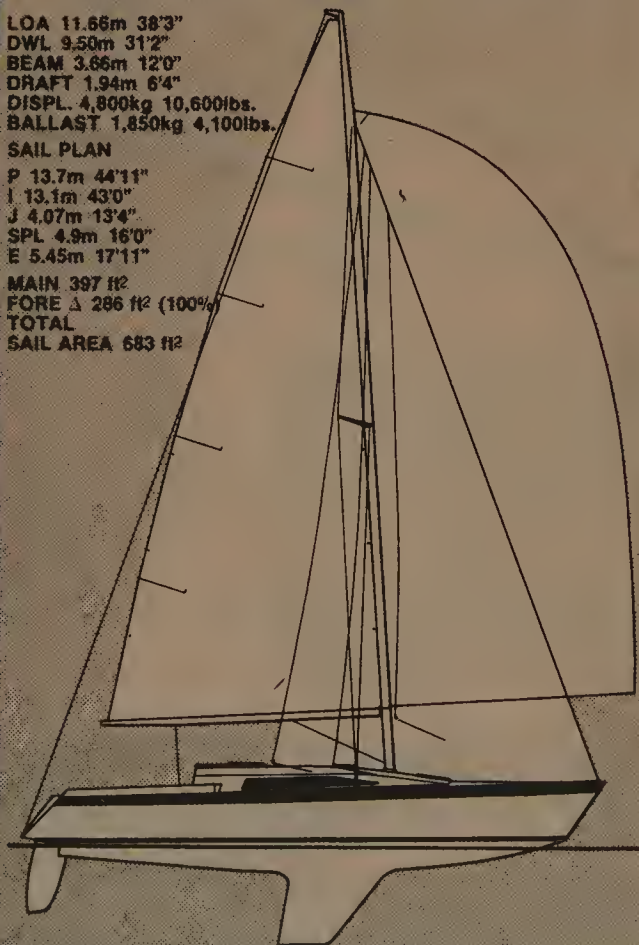


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DRAFT 1.94m 6'4"
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BALLAST 1,850kg 4,100lbs.
SAIL PLAN
P 13.7m 44'11"
I 13.1m 43'0"
J 4.07m 13'4"
SPL 4.9m 16'0"
E 5.45m 17'11"
MAIN 397 ft²
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TOTAL
SAIL AREA 683 ft²



Built by C&B Marine, Santa Cruz, Ca.

The Bruce Farr designed 11.6 metre (38 ft. LOA) is his first pure cruising yacht design in seven years.

The goal was simple; a low cost, spacious, comfortable cruising yacht that would be easy to handle short crewed, extremely fast for its size, without consideration for rating rules. A boat that races well under performance handicapping systems.

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LETTERS

major aspect of the sport.

My frustration and disappointment lies with the manner in which crewed racing yachts who are victorious receive accolades and awards. Trophies are awarded to the owner/charter and skipper. The media only mentions the same.

Winning a race reflects the effort of a team, not one man, one boat. The crew is the vital and usually unrewarded link to success.

It is for this reason that I challenge all race sponsors now and in the future to take the needed steps to reward the entire team with their just acknowledgements.

Sincerely,
John Alderman
San Francisco

John — Some racers do acknowledge the crews, giving trophies or plaques to members of high placing boats — the TransPac is one. But if every crewman got one for placing in every race, there wouldn't be enough gold left for dentists to do fillings.

In reporting races, it's a problem of space. Usually, there is little enough room for just the name of the boat, the boat model, the owner, and his yacht club — to have to add five or six other names makes it sticky going for the reader. Crews will just have to be satisfied with only occasional mention and the knowledge that without them, the boat wouldn't have done diddly. For if there is one thing that is acknowledged among racers, it's that boats don't win races, crews do.

Hi!

I moved from 510 Stockton St., SF — it's hard to believe I gave up the bay, but I was spending too much money on things other than sailing (I have to keep saving for the "boat".) But I can't give up my *Latitude 38*, "the best sailing sheet ever!"

Thanks,
Happy Sailing
Mary Furey
Phoenix

Mary — Phoenix! Phoenix?

Dear Latitude 38,

We just returned from a pleasant week in the Sacramento River Delta aboard our Pearson 30. Our boat is a '78 model, hence is equipped with a holding tank head (thank you, friends of Ralph Nader.) About mid-week we found ourselves in need of a pump-out station (we didn't pump out before leaving the Bay Area because our Pacific Boating Almanac listed several stations in the delta.) We proceeded toward our ultimate destination glibly believing what we had read. Our

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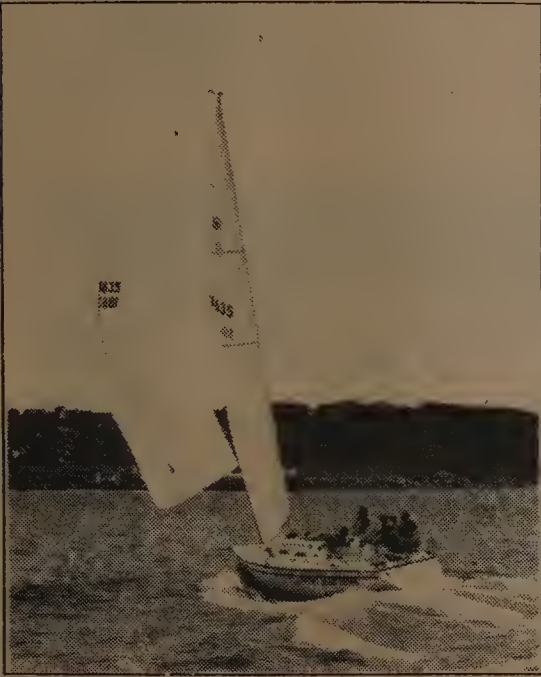
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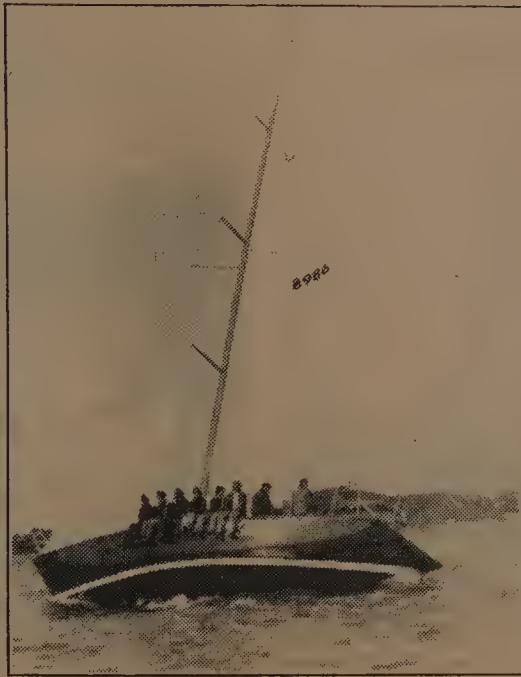


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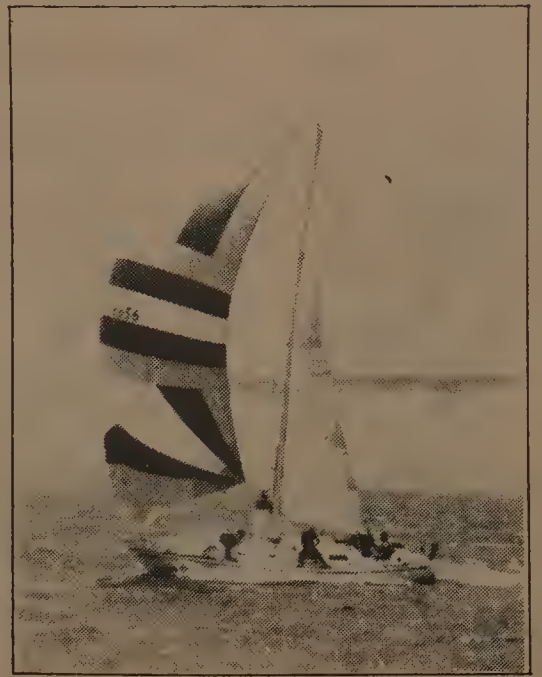
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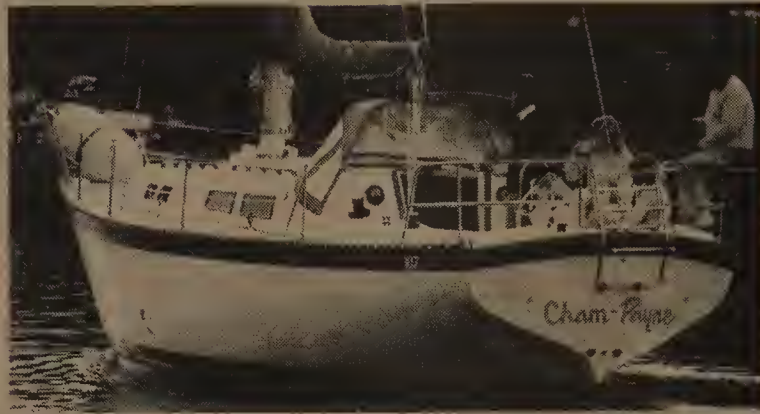


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Hull #140. This is our last boat priced pre 1980. Sail-a-way. You must see why Gulfstar is used as a standard of comparison by knowing buyers. \$67,721.



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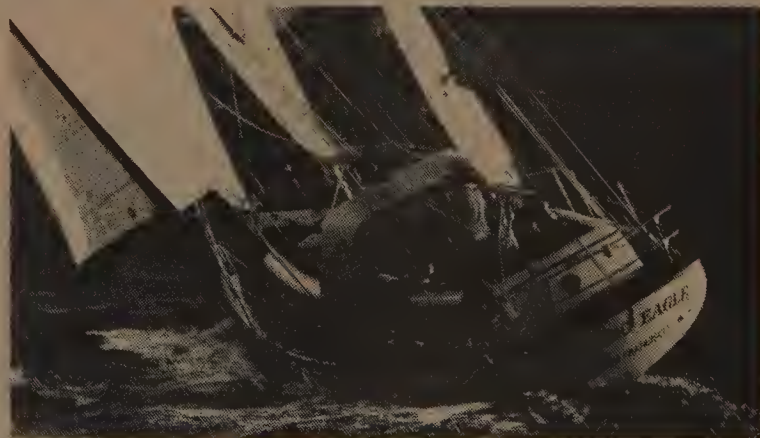
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She is Stanley Huntinford's, N.A., personal choice, in a world cruise super stiff. Due to a large purchase we can offer hulls #33, #34, #35 at \$82,500 base including Perkins 50hp diesel, all winches, Aluminum mast & rigging. Anchor & windlass, water heater, teak decks, sails. Before spending 30 thousand more \$ you must sail and see this yacht. Demonstrations available.



45 EXPLORER — C & L Used Demo

The Explorer is built by Taiwan's biggest yard C & L. Back up by C & L America in Oxnard one full year warranty. You'll be amazed by the quality and quantity of teak and glass work. (Sistership)

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30' Lancer, diesel, full boat cover.	
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Very Clean, Well equipped	37,995

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37' Oceans Twin Cabin Trawler w/twin Volvo 124s	\$67,399
45' Sea Ranger, Pilot House, twin Volvo 124s-Trawler	99,499
SAIL	
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50' Gulfstar Perkins 4-238 with sails — Sept. delivery	
39' Irwin	SOLD
50' Gulfstar, available Sept.	119,500 base

LETTERS

first stop at a designated pump-out station found us wandering all over a harbor looking for someone who knew anything about the pump-out. We failed in that endeavour, finally checking out the pump ourselves, only to discover that it couldn't be hooked up to our deck fitting. At this point, we thought it would be wise to make some phone calls before journeying another 15 miles up river. Three calls were made to three designated pump-out stations along our route. The first one had a pump-out station "but it hasn't worked for over a year." The second place had a working pump-out, but they weren't sure if they could connect to my deck fitting, and the fee would be \$10 if they could. The third one also wasn't certain about the fitting, and the fee was \$15 to pump out.

By this time we had two options left: go back to the station we had used last year, three hours out of our way, or to find a way to empty the tank ourselves.

Necessity being the mother of invention, I discovered that my hand pump for draining oil from the crankcase has a hose that fits the vent outlet on the holding tank. So fitted, with the other end of the hose connected to the discharge of the pump, I was able to force the contents of the tank up onto the deck, where my wife stood by with buckets of water to wash this delightful solution overboard. I now have a threaded elbow and short length of hose to eliminate the need to scrub the deck after such "flush-outs" in the future.

The EPA has dealt us a low blow with their regulations governing waste discharge systems, and until they take the responsibility for installing and maintaining more of these pump-out stations, I will continue to flush my troubles into the bay.

We are berthed on the Oakland Estuary, where there are probably two-thousand pleasure boats berthed and no pump-out stations. It is a two hour trip from my harbor to the nearest station. Now I finally feel "Free at Last;" it is no longer my holding tank, but the EPA that is full of shit.

Name withheld by request
Los Gatos

Dear Latitude 38,

We'd really like to hear from other owners/builders of Atkins designed boats who would be interested in a get-together this fall. Perhaps a sail in and dinner where we can swap lies about our boats and pay our respects to the talents of Billy Atkins.

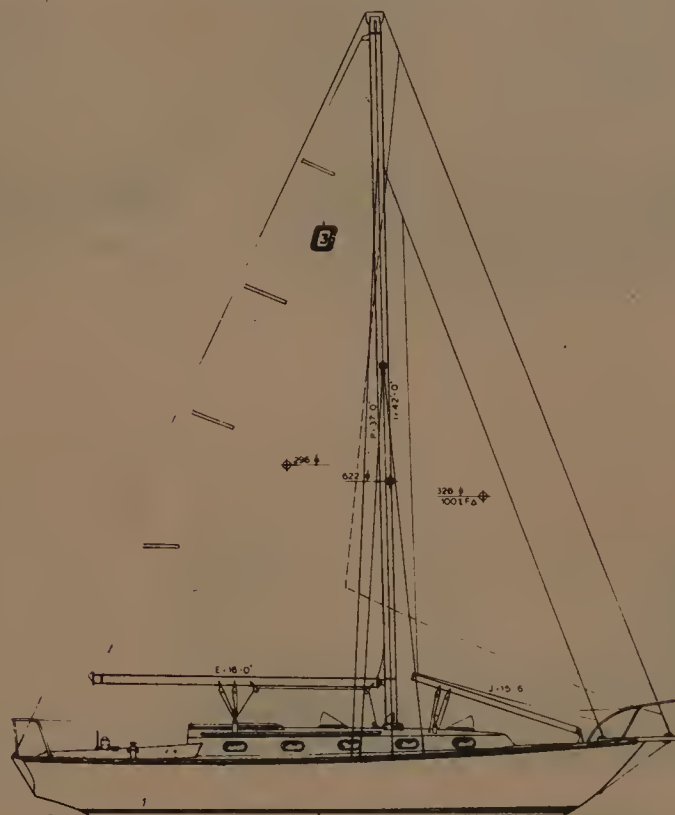
If this sounds like a good idea and you want to participate just give us a call or drop a card and we'll try to set it up.

Our address is 705 Second Avenue, Redwood City, CA 94063, or phone us at (415) 366-2196.

Bill & Diane Pool

If any of our other readers would like to meet people with the same boats as they have, just drop us a line giving your name, the kind of boat you have, and where you can be

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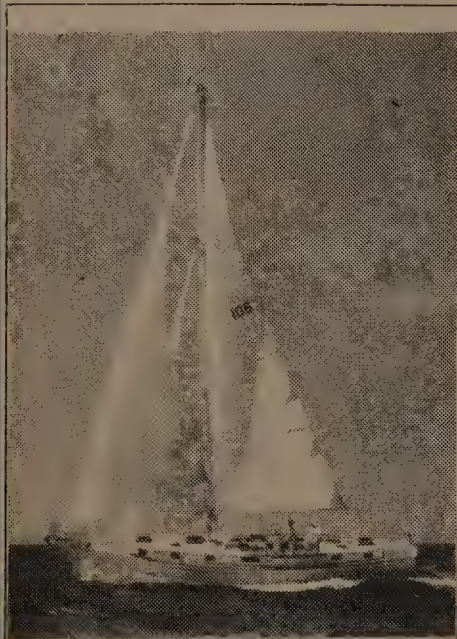
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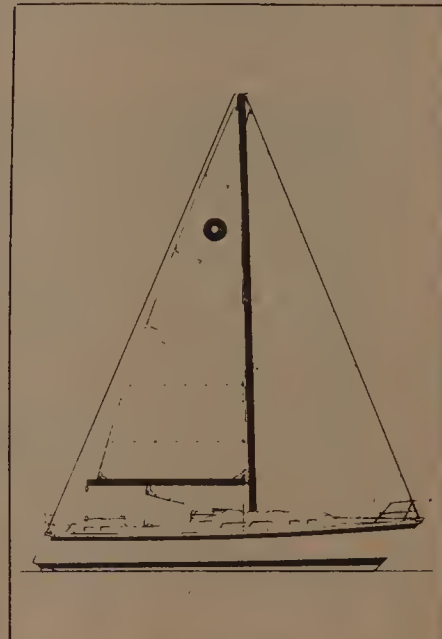
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- 20' Santana Sloop, 1977....\$7,200
- 24' Columbia Sloop, 1967....6,200
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- 28' Cal Sloop, 1964.....23,950
- 28' Rhodes Sloop, 1946.....20,000
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- 30' North Star Sloop, 1976...25,000
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- 31' Ericson Cutter, 1977....53,500
- 31' Ericson Cutter, 1977....49,000
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- 34' Cal, 1976.....51,000
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- 35' Cheoy Lee Lion Slp., '61.54,500
- 37' Banjer Ketch.....97,500
- 37' Irwin Aft Cabin Slp., '77..55,000
- 40' Hallberg Motorsailer, '54.42,500
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- 44' Islander, 1974.....70,000
- 44' Peterson Cutter, 1978..113,000
- 45' Little Harbour Yawl, '61.110,000
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- 51' Overseas Ketch, 1974..119,000



30' ATKINS GAFF CUTTER, 1968. Super example of classic design. Cedar planking on ironwood frames. 10 h.p. Sabb diesel. Depth sounder, stereo, two sets of sails. 2nd in class in 1979 Master Mariners Race. Maintained in Bristol condition. \$40,000.



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LETTERS

reached. It might work if you're looking to buy a boat, too. For example: "I'm Joe Schmoo thinking about buying an Isthmus 32, what do you think of the one belonging to you. Call me at 333-4422." That kind of thing. Good luck!

Latitude 38,

Please find enclosed check of renewal of my Lat. 38 subscription —

Please also keep my name on your prevert list for 1980's calender.

'Lat. 38 is one of the best on the coast — keep up the good writing!

May the wind at your back not be your own!

Dave Memering
Anaheim

Dear Latitude 38,

This letter was originally going to be a report on perhaps the first San Francisco Bay organized race for cruising and racing multihulls, which was held on July 28. Paul Mazza organized the race and did a great job. Six boats showed up (great for a first event): two in the racing division (a 33' Buccaneer trimaran and a 28' Stilleto catmaran;) four in the cruising division (a 37' Brown trimaran, my 30' modified Piver Nimble trimaran, a cross 28' trimaran, and a 28' Piver Encore trimaran,) and basically, it would have been a fun race, except for my crew.

I went to some pains to get two crew who are supposedly knowledgeable sailors. Jim Gannon, who has sailed winners to Hawaii so many times, including winning single-handed in one of the Freya 39's that he builds, that one would think he knows about sailing; and Hans Vielhauer, Commodore of the Association of Single-handers, single-handed trans-pac sailor, of Mora fame, quarter-ton fame, etc., etc. One would think he should have known something about sailing, too.

Now here is the important part of my letter — about my problems with these two guys. First off, they kept looking over at the Buccaneer 33 trimaran, and complaining about my boat. They quieted up some after I offered to put them ashore, but this was minor compared to their sailing tactics. At the start, they insisted on sailing the opposite tack from the rest of the fleet as we headed for the first windward mark, and they sailed damn near up on the rock jetties at Alameda Naval Air Station each time before coming about. But, thank God for the outstanding speed of my boat, as even with these horrible tactics, we were first to the windward mark of the cruising boats, and not far behind the racers, who started out ahead of us.

But this was only the beginning. On the second leg, which was initially a broad reach and finally downwind, we were doing great under main and Genoa — about 6 knots — in real light air. But these guys weren't content, and insisted on flying

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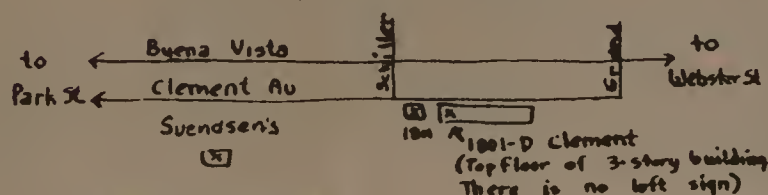
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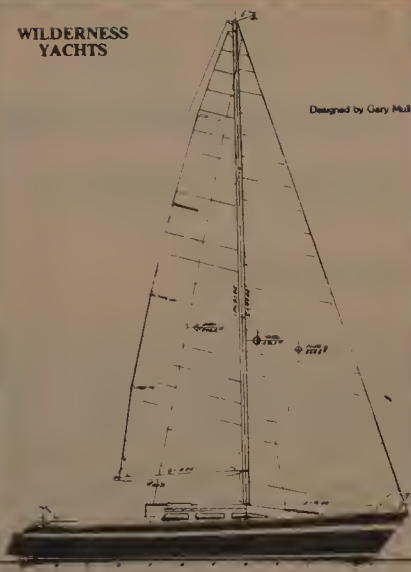
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Westail 32'	1974 diesel	65,000.00
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Ranger 33'	1976	39,000.00
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LETTERS

a spinnaker. Hans had brought his own spinnaker along and apparently couldn't wait to fly the thing. I have to admit that even though we didn't need the spinnaker, the other boats still didn't catch up with us. On the last leg — a close reach — you would think that there was little to do except sail the boat. But these guys kept muttering about sail trim and tightened halyards, pulled outhauls, loosened sheets, and figured out how to Barber-haul, where it had never been needed before. In spite of all this, we still kept our lead and finished first on uncorrected time in the cruising division. It was clearly a case of outstanding and superior boat speed. Hans and Jim, however, had the audacity to claim they sailed a pretty good race.

But the worst is yet to come. We almost didn't make it back to Tiburon from Ballena Bay, and my knot meter burned out due to these guys. As we headed north from Treasure Island past the old Berkeley pier, the wind, as per usual, really began to pick up. We should have taken the Genoa down, flown the working jib, and continued close-hauled, heading for home. Hans would have none of this. He insisted we bear off. Against my better judgement, I did; so that the wind was 90° off — square off — the beam. Sooner than I can tell about it, the knot meter was pegged at 12 knots. They we got into the really windy section. The boat began heeling almost like a monohull; water started spraying over the lee side of the boat (and sometimes into the cockpit) like a firehose and boat speed was something else. Fifteen to 20 knots doesn't sound like much, but in a sailboat it feels like 100. Gannon, who had gotten bored and gone below, even came up to see what was happening, and immediately insisted on taking the helm. He had a funny look in his eyes and kept muttering about how long could he keep this up single-handed in the trans-pac. Luckily all this lasted only a few minutes, as you cover ground — or is it water — fast at 20 knots. Soon we were in the lee of Angel Island and back to safe and sane sailing.

Gannon at this point seemed withdrawn and thoughtful, and had little to say except that he had heard that trimarans were dry boats, and what was wrong with this one? Hans — the crazy fool — kept suggesting "let's go back and do that again." Luckily, the saner heads prevailed, and we went uneventfully on home. Other than a burned-out knot meter, the boat seems no worse for the wear — no thanks to my crew.

Anyhow, that's my report on how I spent a Saturday sailing with Hans Vielhauer and Jim Gannon, who I used to think were good sailors.

Very truly yours,
Barry D. Parkinson
Petaluma

P.S. The Buccaneer boat beat the Stilleto by about 5 minutes uncorrected.

City Yachts

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37' Tartan Yawl. Diesel, teak interior, 10 Sails, has been cruised by two people and is rigged for this and is ready to sail away. A rare find \$53,500.

21' Yngling	1,500	27' Santa Cruz	20,950
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23' Kels Coaster	7,700	29' Wylie HAWKEYE	25,500
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24' North Star 727	16,500	30' Pacific	12,500
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24' San Juan	17,500	30' Islander	17,000
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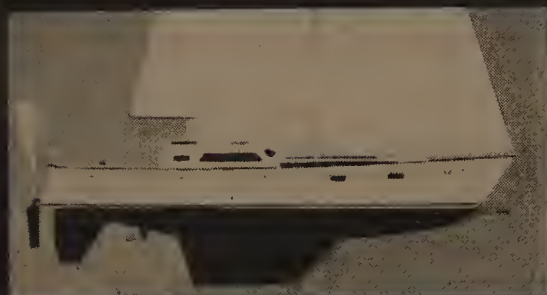
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36' Islander 36 . . . (4 from)	50,000
36' Stone Gaff Sloop	25,000
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42' Frank Stone Gaff Sloop	25,000
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LETTERS

Dear Latitude 38,

Enclosed is my check for \$7.50 for a subscription to the magazine. I hope this helps in the fight to keep your staff off welfare.

Sincerely
Ronald B. Thumann
San Jose

Ronald — Thanks for the contribution. Things aren't quite that glum, and besides, welfare isn't really the style of our 'staff'. What we will do is earmark your subscription money for a bottle of bubbly in a "well done" toast to 'the staff.'

Dear Latitude 38,

We have several comments about Lee Darby's "Vallejo" article in the June issue. Her negative attitude towards the racing scene reeked throughout the entire story. With her frame of mind nothing — favorable winds, cordon bleu food, or accommodations at the Hilton — could have improved her outlook.

During the race she complained about the wind, rain, fog, tactics used, and just about everything connected with sailing. She used cutesy sarcasm to belittle the Vallejo Yacht Club's accommodations; as well as other race participants. Her description of the club's food has no validity since she choose to dine at a restaurant.

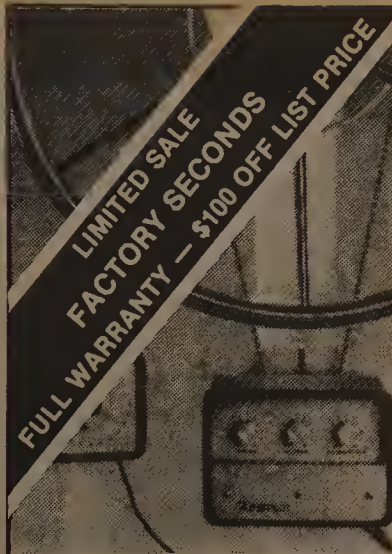
When Lee made reservations at Motel 6, surely she must have been aware that the economical price did not include plush accommodations. And, had she wanted privacy, a separate room would have provided that.

Ms. Darby's conclusion clearly indicated "never again." We were just wondering if her husband and the crew felt the same was about her.

The Cincerello's The Gould's The Luce's L. Orloff-Jones
MEMBERS, VALLEJO YACHT CLUB

Lynne and other members of the Vallejo YC — We think Lee was being more facetious than negative, but we can understand why you got that impression. We winced a bit when we read it, but our policy is to edit as little as possible so we let it ride.

But we're glad you wrote, because it gives us an opportunity to express our feelings at Latitude 38. Our division did not go up to Vallejo this year, and we were sorry. We had sailed to Vallejo the year before and had a hell of a good time, and it seemed like everyone else did too. The food was much better than we expected, the berthing was well organized, and the club-members who helped run the event were easy-going, friendly as hell, and really had it all together. We're not brown-nosing either, as we're sure most everyone would agree with us. It is no secret that the Vallejo Race is one of the most eagerly looked for events in the racing calendar.



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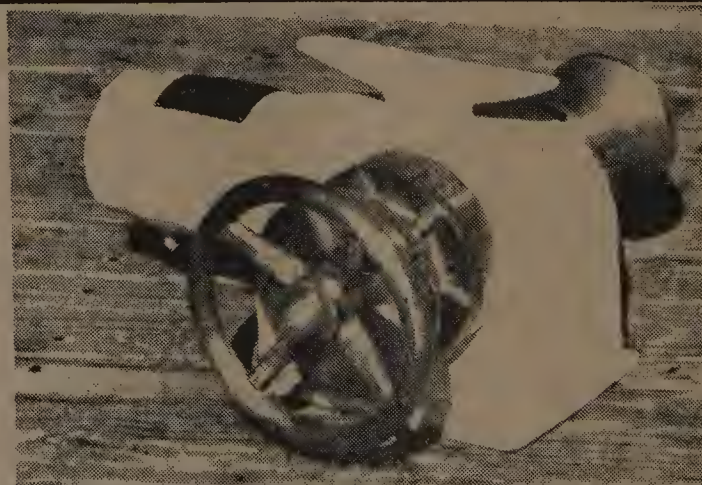
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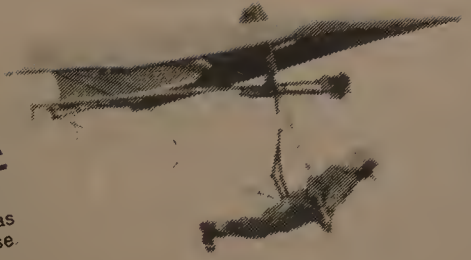
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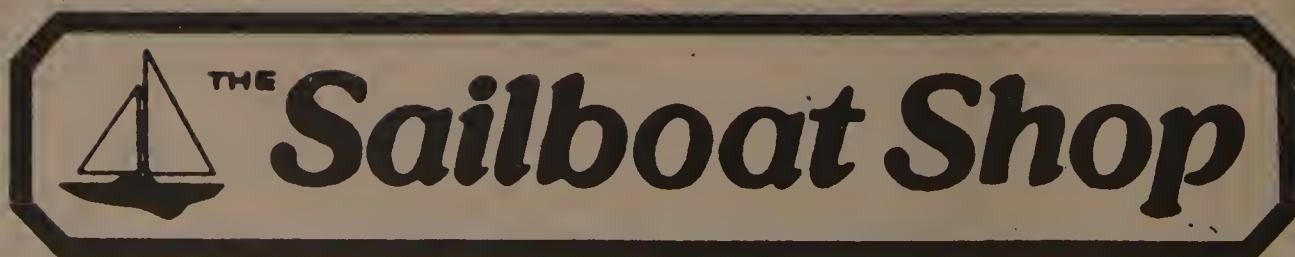
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WOMEN

For years, women have been asking for equality. In an area that requires little physical strength, we have been skipping boats in "Women's Races." Why won't we sail against men? Granted, it takes strength to turn a winch on most boats, as most boats are underwinched for women, but skipping takes a competitive spirit, guts and ability to give orders that will be followed.

Women's races used to be a comedy of errors — I know because I was part of the comedy. Four years ago, I skippered my first race on *Lorelei*, an Ericson 35. We were in a great position at the start line with 10 seconds to go when I called for a jibe. My timekeeper was 5 minutes off. As we sailed in the opposite direction of the rest of the fleet, I could hear the laughter and jeers from the spectator boats with little freeboard due to the masses of men on board getting a big kick out of watching "the girls" out there. They were at each mark. It was difficult to take the race seriously — reverse the roles, and I don't think men would race again. Women's races have become more serious of late, but are they really necessary?

The Club I belong to has many excellent women racers, who never have or will enter a women's race. Why? They already sail their boats in YRA and SYRA, against all competitors.

A message to you men. If you would have the confidence and faith in your female sailing companion, allow her to make decisions, take the helm, give the orders, there would be no need for a separation of the sexes while competing in racing. Men must stop treating women sailors as if they are fragile, non-decision making girls. But alas, this must be earned.

I'll never forget a Tuesday night race, when I skippered a Santana 22 for a friend who was out of town. We had a very bad start (I'm known for those) . . . one man, one woman as crew and myself on board. We were so far behind the rest of our class, I decided to take a flyer. As the order was given and the helm went hard over, the man on board grabbed the tiller from me. If I had been a man, he wouldn't even have considered it. I'm sure he'll never do it again, as I wasn't kind. We took first, and he ate humble pie for dinner that night at the club.

For those of you who are wondering what happened in the Race on *Lorelei*, we won!! due to some excellent tactics learned from several male sailors, but remembered and used by women on board. Our closest competitor was not a lady, so don't call these races "Ladies Races." All ladies are women, but not all women are ladies.

Women, try racing against men — it's much more fun and more competitive.

— dianne chute

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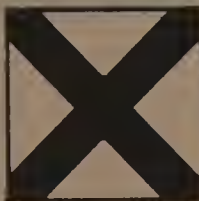
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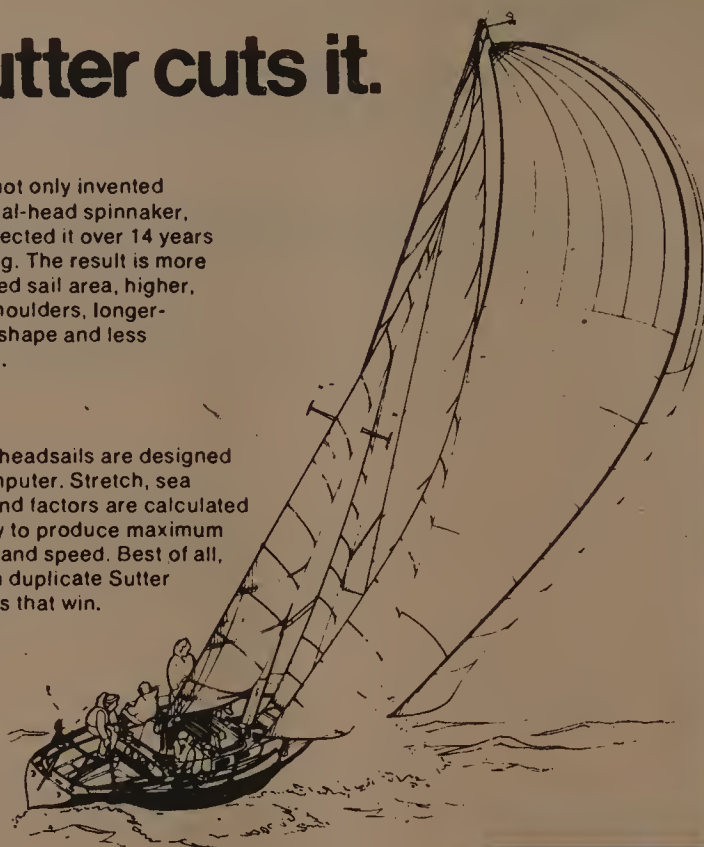
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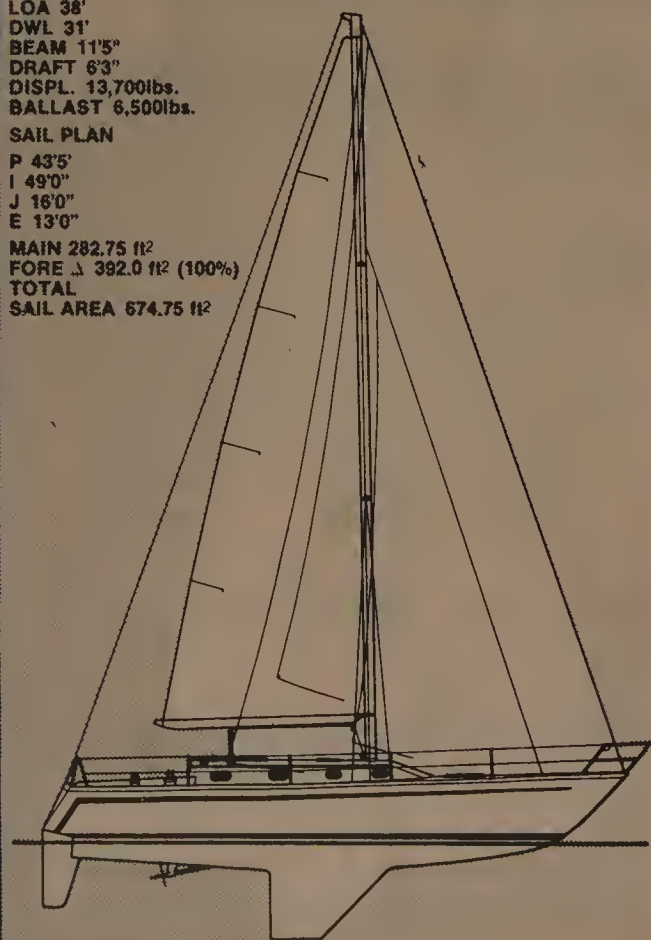
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SAIL PLAN

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I 49'0"
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MORA's second season got underway with the Ocean-Vallejo Race. This race was one called "Horace's Revenge" because of the length of the course set by Past Commodore MacKerrow in previous years (Vallejo via the Farallones.) This time, the MORA fleet was treated to a virtual vacuum instead of the usual 20 knot winds. It took many of us 8 hours to cover the ocean triangle (Duxbury-Light-bouy-Pt. Bonita,) but once inside the winds picked up and most boats reached Vallejo in about 4 hours. Horace MacKerrow's revenge was complete as he swept the IOR fleet for the number one position.

Next came the Drakes Bay race which saw the usual 20 to 30 knot winds blow up all night causing those boats which rafted up some discomfort. Next day, the wind lightened and got quite fickle. Alex Malaccorto's Yankee 30 *Rocinante* did a number on some of the ULDB's, and there were other upsets as well. *Summertime Dream*, Carl Schumacher's Quarter-ton champion, was out to spice up the MORA IOR division, and in the Duxbury Lightship Race just sailed, was just nosed out by *Suzi*, another hot Quarter-tonner raced by Rod Eldridge and Family. MORA III, where all the boats race at 174 PHRF, has had the most consistent participation of all the divisions. Dick Aronoff's *Harry* has been out front fairly consistently, but in the last race was eased out by another Yankee 30 *Wild Fire* (Carl Ondry.) What is with these Y-30's? After a long absence from the racing scene, Dick Heckman was out in *Quetzal* getting a very respectable third. Another MORA old-timer back in the area but not racing as yet is Don Goring. Rumor has it that Don is getting his old boat back from Florida to see if it is still competitive. Don is at J&J's sail loft in case any of you want some expert advice on how to sail the ocean.

One of the members called me after the last race to ask, half jokingly, why I let a particular boat beat me on the last race. I answered that in fact he sailed a better race. I've noticed that after 2 or 3 years of sailing more and more skippers are sailing better races. What it evidently takes is lots of practice, some luck, and going the right way. In the words of Ralph Harding (no newcomer to the ocean,) it doesn't matter what kind of boat you have in the ocean — as long as you go the right way and don't make more than 2 mistakes. I hope I've paraphrased Ralph correctly on that. Those of you who sail regularly know what I mean — if you doubt this just look at the results of the last race.

— Franz Klitza

Mariner's Marina

Some of our staff members were sitting in a nearby saloon recently discussing beautiful boats, beautiful ladies and such earth shattering topics as the proper methods of keeping salt off your moustache while consuming Margaritas. Somehow, the subject of Boat Shows came up, which is a little unusual because when we "talk boats" after work, we "talk boats," not business.

Now boat shows have become a rather necessary evil in the boat business, as they are an occasion on which the boating public may inspect a great number of boats at one time, in one place. Boat shows in our opinion have also become one of the greatest displays of mass masochism the nautical world has seen since the days of steerage class on the old Trans-Atlantic liners. Thousands of people paying good money to see a mixture of boats that range from good to mediocre. They get to experience the joys of inspecting a 35-ft. sailboat in the company of twenty other people: twelve of which are often under five years old, two of which are seasick, while the rest are out kicking tires.

They might get to talk to a very harried salesman who toward the end of the show can be easily spotted by the glazed look in his eye. He has cotton candy in his hair, and a definite green pallor to his skin that we can only attribute to a week of eating bad hot dogs, the traditional cuisine served at these extravaganzas.

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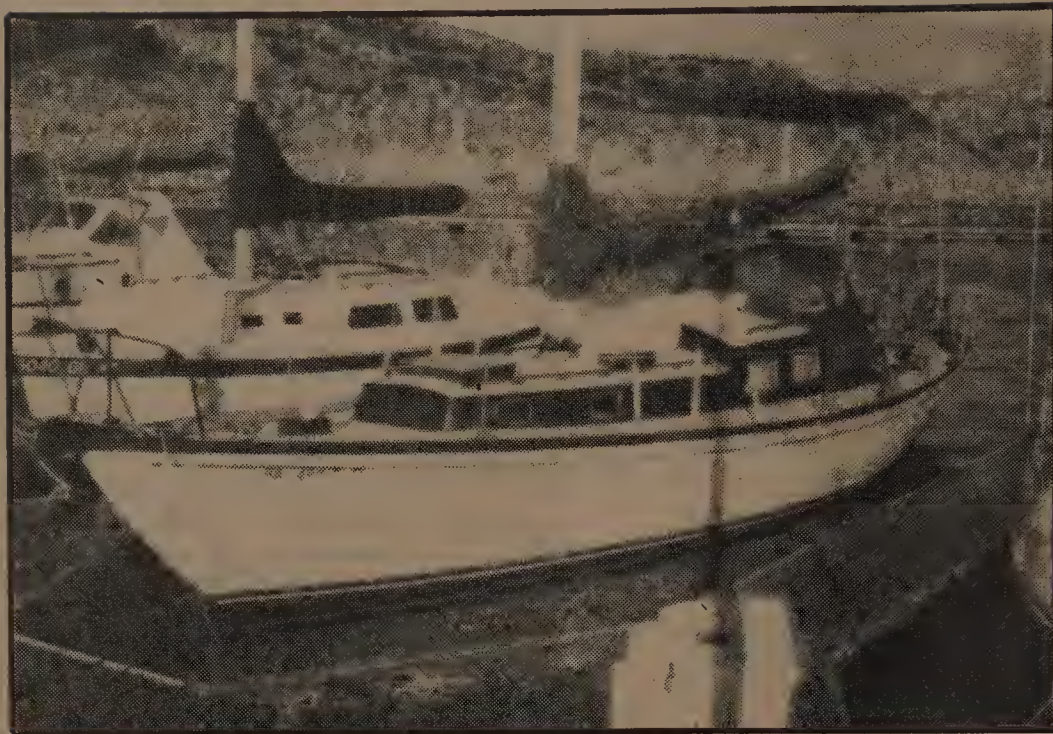
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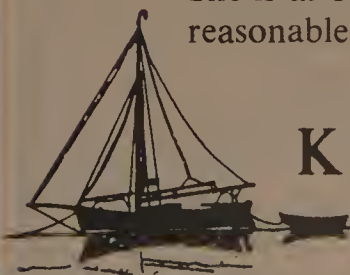
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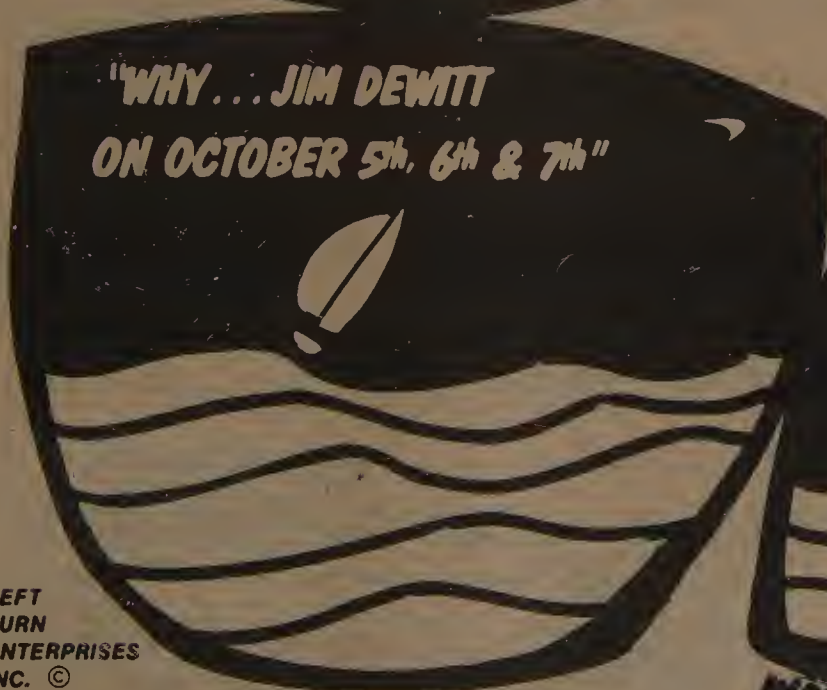
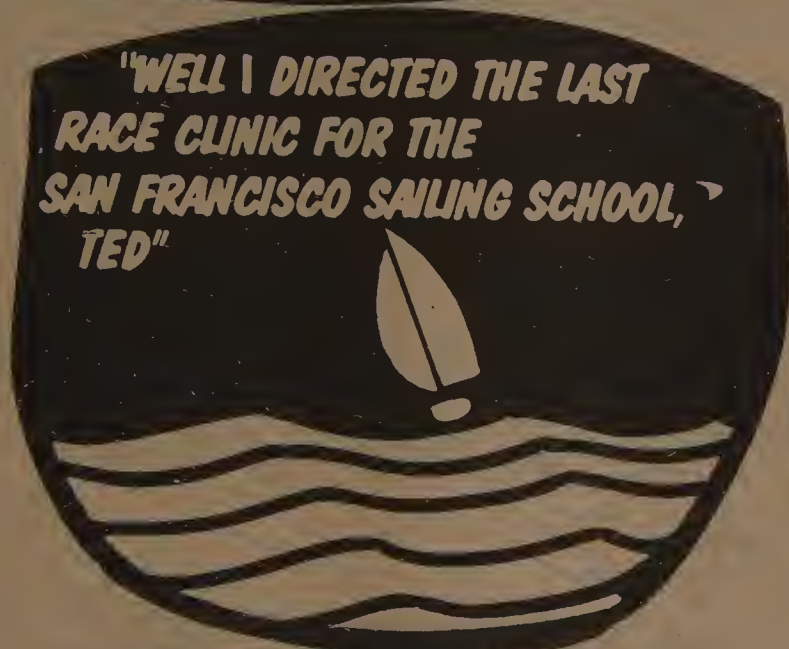
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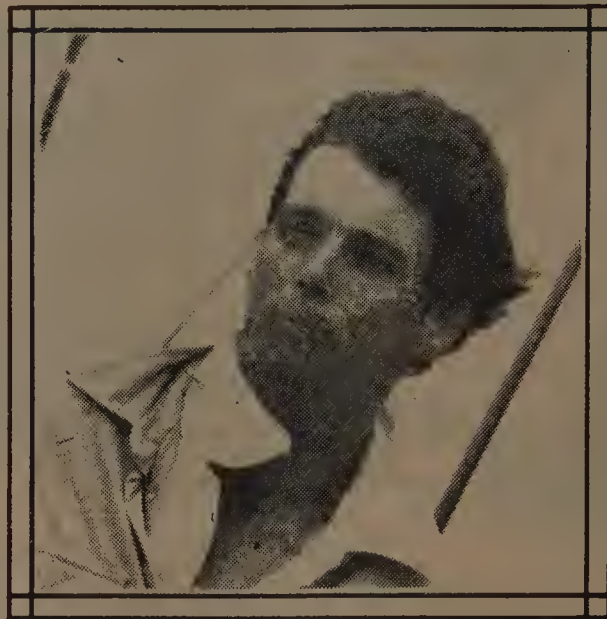
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SIGHTINGS

is a columbia 26 feasible too?

Way back in 1976, well before the current 'fuel crisis,' Ned Ackerman started building a 95-foot coastal schooner. That boat, the *John F. Leavitt*, was finally launched on August 8th of this year.

Big deal, eh? Well, the thing about this boat is that it was designed and built specifically to carry cargo — supposedly the first such boat built in the U.S. in many, many years. Built to carry cargo and beat the energy crises.

The *Leavitt* is powered by sails alone, although it uses diesel for its pumps, generators, and hoists. It requires a crew of three and can carry 6 passengers.

Ned Ackerman thinks that he will be able to compete on an equitable basis with trains, trucks and ships while hauling cargo up and down the Atlantic seaboard. Sailing vessels have proved over the years that they can be very successful at shipping various contraband — we'll be interested to see if they can make it legit.

multihull transpac

Last month we neglected to report on the multi-hull TransPac, which started at the same time as the mono-hull TransPac.

Five multi-hulls started, most with the specific intent of reclaiming the TransPac record for multi-hulls — a record *Merlin* had wrested away in 1977. But it was not to be, as the multi-hulls, like the mono-hulls, were underwhelmed with the same lack of wind.

The multi-hull hopes were crushed early when both *Allez Cat* and favorite *Double Bullet* pulled up lame in what turned out to be the only decent winds of the race. *Allez Cat* was holed by the stiff waves and *Double Bullet's* cross-arms began to 'hinge' — reportedly due to a manufacturing screw-up.

With these two boats out, it was the 53-foot *Crusader* (John Conser, Dennis Burnett, and Ken Miles) that pulled into Honolulu some 13 days, 13 hours and 34 minutes out of San Pedro. That's a truly awful time, even more awful than *Drifter's* 11 days and 18 hours — but if there's no wind, there's no way.

Second multi-hull was Jerry Wetzler's trim *Freestyle*, and Bill Stein's *Star Trek* brought up the rear.

one hand to drakes bay

The Singlehanded Sailing Society will hold its biannual Drake's Bay Race on September 29th and 30th.

The race starts at the Golden Gate YC at 0803 on Saturday and will finish at Drake's Bay. After anchoring for the night, there will be the normal post race get-together. Sunday's return leg will start at 0900, and will finish at the Golden Gate YC.

The race is open to mono-hulls and multi-hulls of over 20-feet in length, which meets most normal race standards. For exact requirements and an entry form, contact the Singlehanded Sailing Society, c/o: Oceanic Society, Fort Mason, San Francisco, CA 94123, or phone (415) 441-1120.

PHRF handicaps will be used.

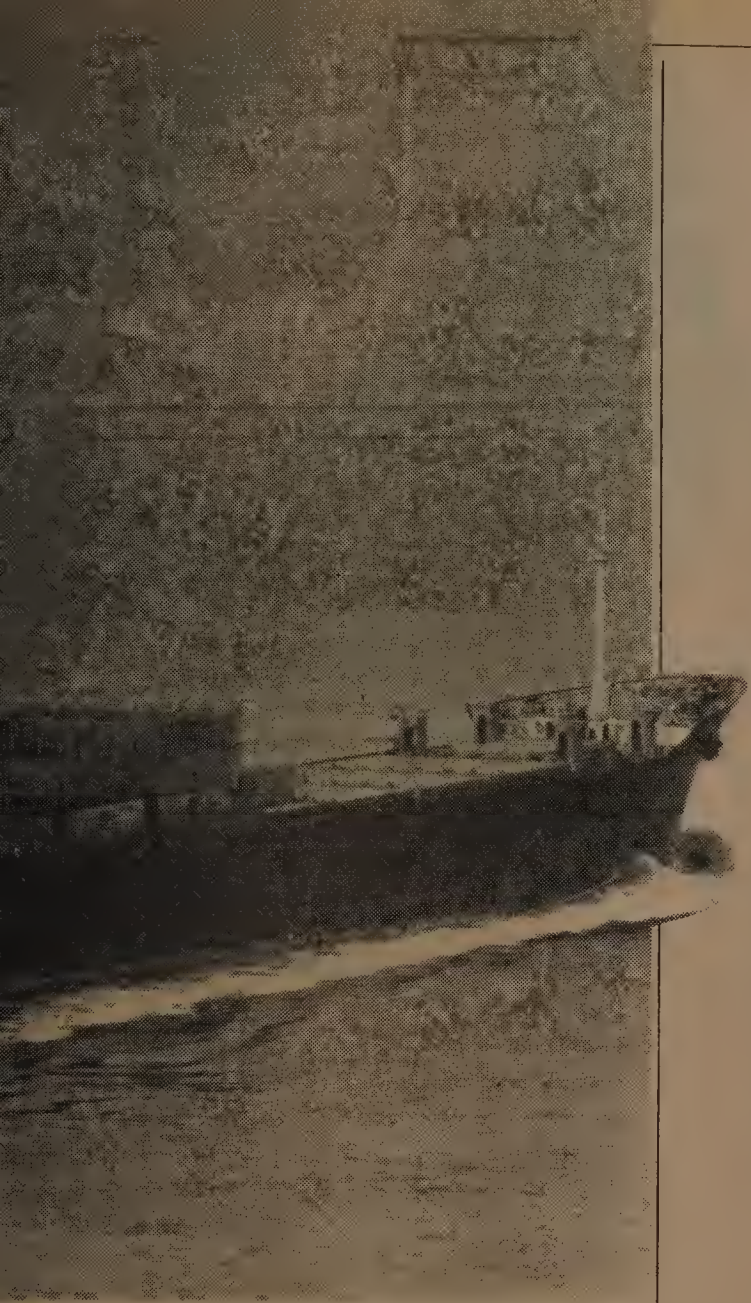


freighter

This is a freighter entering the Golden Gate, just the kind of vessel that fills the sailor with apprehensions while sailing along the coast. It's a different story in the Bay however, where some sailors don't know the meaning of fear — or intelligence. Some daringly dash across the behemoths bow, while others smugly linger in their path.

The first weekend in August we perched ourselves on the Golden Gate Bridge and watched the numerous races unfold on the Bay. Over by Knox buoy there was a large fleet of small boats flying chutes on their way down to Point Blunt. Heading out the Gate — and directly for the sailboats — was a Standard Oil tanker.

It was to each sailboat's competitive advantage to cross the tanker's bow — something that few could do without forcing that vessel off course. After the first few sailboats passed, the tanker



baiters

slightly altered course to make it easier for the later boats to take its stern. The sailors, now that the tanker pilot had revealed a yellow streak down his back, would have nothing of it and kept pouring across his bow.

When it was all said and done, these sailboats — who are required by race instruction and law to “not interfere with commercial traffic” — had driven the tanker 90 degrees off course. This kind of daring-do won’t go on long, because if sailors don’t stop it voluntarily, the Coast Guard will.

In the course of another conversation with the Coast Guard, we were told that unlike the last several years, there have been almost no reported problems between commercial and recreational vessels in the Bay. So why don’t we keep it that way by not having anymore bullshit like over at Knox?

attention women

The fabulous Berkeley Yacht Club — complete with remodeled facilities — is inviting all women sailors to participate in the fourth annual Women’s Cup regatta. The race is Saturday, October 20th on the Olympic Circle, and all boats must be skippered as well as crewed by women.

Trophies will be awarded for the first three places in each division during dinner at the club following the race.

Call Betty Ann Barnett at (415) 841-2431 for details.

more at the fabulous berkeley yc

A month before the Women’s Cup, the Berkeley YC will be holding the Annual Nimitz Regatta on September 29th. This is an end-of-the-season race, giving YRA and SYRA yachtsmen one last chance to get their licks in.

There are four divisions for boats to race in, and the overall winning skipper’s yacht club is awarded the Fleet Admiral Chester W. Nimitz Perpetual Trophy.

After the racing there will be dinner at the clubhouse and all yachts are encouraged to raft up and join in the festivities. Call Sally Ann Green at (415) 935-8378 for entry forms and further information.

the noble pigeon

To most people, the pigeon is not the most majestic of birds. It’s color is slovenly, it’s habits pedestrian. But then, it may be a pigeon may save your life.

The thing about pigeons is that they can see very well. For example, in tests conducted in simulated search and rescue missions over the ocean, pilots and crews would only detect a target about 40% of the time, where the pigeon would get it 90% of the time on the “first pass.”

Pigeons also have the wonderful quality of not getting bored easy, and they can learn. One of the things they can learn is to peck a buzzer contact whenever they spot anything orange or deep yellow in the water — colors most frequently used in lifejackets and liferafts.

If they are so great at this, you’re probably wondering, why don’t they use them in search and rescue missions. Well, the fact is that they do — or at least they did.

Early this year, after 18 months of hard training, the Coast Guard strapped the birds to the underside of a helicopter in a plexiglass pod. After nine months of special training, three pigeons were deemed ready and were sent out on a mission to look for a small powerboat off Hawaii. We’ll never know if those pigeons would have lived up to their billing, because the helicopter had to make an emergency landing in the ocean and thereby drowned those pigeons who were trapped in the plexiglass pod beneath the chopper. Poor bastards.

Anyway, there are more pigeons, the regular park-bench kind, being lined up for a new \$73,000 program to retrain them.

SIGHTINGS

that's bami not bambi

The Bay Area Marine Institute, a non-profit corporation to provide educational and vocational training in maritime skills, would like to make a few announcements.

Numero Uno. If you'd like educational training in maritime subjects like naval architecture, diesel repair, celestial navigation, sail making, marine surveying — there are 12 evening courses in all — that training is available at BAMl's new location in the old Kneass Boatworks in San Francisco at the foot of 18th Street. The courses start on the 1st of October, so call (415) 552-4500 for the complete catalog.

Numero Duo. BAMl also has a program for those of you interested in vocational training in the maritime field. This is an accelerated ten-month program that includes both theoretical and hands-on instruction. This is a career training program to be what BAMl calls a Marine Services Technician — preparing you for a position in a number of areas of the marine industry.

This program starts the 15th of October and is open to anyone who is 18 years of age with a high school diploma, and physically fit. The program is open to people without regard to race, creed, color, sex or national origin — we think they even take powerboaters, for gawd's sakes.

For the complete information on this vocational training, call (415) 552-4500 or write BAMl at Pier 66 in San Francisco, 94107.

great in the water show

Karen Thompson, vivacious producer of the San Francisco Bay In-The-Water Boat Show, has given us the word that it's going to be the best show they've ever had. The show starts real soon, September 7th and runs through the 16th, and is located at Mariner Square in Alameda.

Show hours are from 11:30 to 6, Monday through Friday and 10:00 to 6:00 on Saturday and Sunday.

A number of fine new boats will be making their debut at the show, including the Burns 36 and Wylie 34. Bristol will feature a new 40 and Pearson a 36. Also new on the west coast are the Kalik 30 and 33, boats we've frankly not seen or heard of before.

The number of cruising boats to compare is always impressive at the In-The-Water Show, and there will be Peterson 44s, Hans Christians, Gulfstars, Fast Passages, Westsails — wait a minute folks, if we list all the boats, there won't be any more room in the issue. So, just take our word for it, the selection at the In-The-Water-Show is always great.

Tickets are \$4.00 a head for adults; those 6-16 are \$2.00, and 5 and under are free. If you plan on coming back to buy more than one boat, you can buy passes for just \$1.

A word to the wise, if you really want to look seriously and get the best product information, try and make it by on a weekday. It'll be easier on you, and the sales folks are less harried. Just a tip, you know.

PHOTO BY DIANE BEESTON



peaches

This is *Patty Peach*, battling it out in combat on the Bay during the Peterson 34 "Summer Invitational." The weekend series of races took place on August 4th and 5th and was hosted by the St. Francis.

Patty is a little bit out of control here, and that tends to hurt her performance. In fact, she lost out on first place to Kent Ross' *Clark Kent* from the SFYC; lost second to Jim Tyler's *Airborne* of the Ballena Bay YC; and lost third to Daryl

answer

Last month we teased our readers a bit by asking you to guess who was going to design Jim Kilroy's new 80-ft *Kialoa*. The correct answer is Ron Holland.

Originally it was going to be a very exotic boat, vinyl ester resins, Kevlar, carbon fiber — all kinds of goodies. But while sailing across the Atlantic, Ron

commodore

August 29th the 6-Metre Nationals ended in Seattle with one of the favorites, *St. Francis VII* winning easily. The California Maritime Academy boat won four straight races, a bit of a surprise since top regular helmsman Tom Blackaller was sailing in Russia. Ably fill-



get creamed

Anderson's *The Force* from Paradise Harbor YC.

Actually, we don't know how she did, since we only got the first three finishers. But all was not lost, the *Peach* made Diane Beeston smile by affording her a great photo, and us for having a good shot to run. Besides, this is what boats look like when people are in the process of learning to sail them well — as opposed to not learning to sail them well.

to quiz

and Jim decided that maybe the materials weren't proven enough for ocean racing. After the Fastnet, they're probably more sure than ever.

As a result the new boat will be again be built of aluminum. When it was going to be built of glass, Kiwi Boat Works was going to get the nod, but in aluminum — who knows?

takes turner

ing in was Commodore Tompkins.

Second place went to *Ranger*, the Yellow Rose of Texas boat being sailed by Ted Turner.

Local boat *Ah Si Si!* was a rather disappointing 5th. 6 Metres begin racing on the bay on September 16.

benefit race for the red cross

On September 22, the Alameda Chapter of the Red Cross will hold its annual regatta on the Oakland Estuary. The race starts at 2:00 from the Encinal YC in Alameda, and will be sailed on the Estuary. The race is open to all keel boats.

The deadline for registration is September 14. There must be some entry fee — how else would the Red Cross benefit? — but we don't know what it is. You can be sure, however, it is for a good cause.

For complete details and an entry form, call (415) 522-7711. Good luck!

six metre dates ...

Most folks have had a hard time keeping up with the dates for all the Six Metre activity to take place on the Bay. Here's the latest:

The day after the Big Boat Series, September 16th, the 8 American boats will start their elimination series. There won't be any selection committee business like the America's Cup — out here it's the boat that wins that goes on to the finals.

On September 17th, 8 Swedish boats entered will begin having their eliminations. After the Swedes are done cracking heads amongst themselves, their best will go after the lone Australian challenger.

These three elimination series should take until the very end of September or beginning of October, depending on how many breakdowns and laydays are necessary.

Sometime around the first week in October the Australian-American Challenge Cup finals will be sailed. Stay tuned for further details.

ted & gary corinthian olympic benefit

There's a super evening you'll all want to mark off on your calendar and send your reservation money in for. The date is September 17th at the Corinthian Yacht Club and the occasion is the appearance of Ted Turner and Gary Jobson.

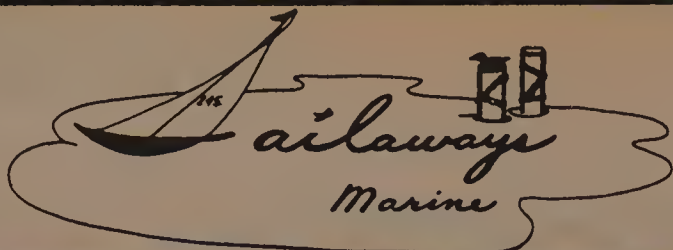
The dynamic duo, most sailors know, put away the last America's Cup and plan to do it again in 1980. In between, they have been devastating the competition on the east coast and recently won the grisly Fastnet. There won't be a shortage of things to talk about or questions to ask.

The fee is a seemingly stiff \$25 a head — but let's remember that it is a benefit for the USYRU to help our Olympic sailors. A luscious roast beef dinner with wine is included. Autographed copies of Turner & Jobson's 'The Racing Edge' will be sold for a discount price of \$10.

This is going to be a knockout event and space is limited, so you should send in your check today for reservations: Corinthian YC, P.O. Box 857, Tiburon, CA 94920.

Ted and Gary are brought to you by the Corinthian YC Racing Education Committee. Call (415) 435-4771 for further information.

The bar is at 5:00, dinner at 6:30, and the guests speak at 8:00.



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- 38' Mason ketch, 1970, cruise vet w/5 pages of inventory..... 62,000
- 39' Murray Peterson gaff ketch, "LITTLE DANSKER," beaut!!... 49,500
- 40' Atkin canoe-sterned cutter motorsailer, 1968..... 50,000
- 40' Schock ketch with big inventory, beautiful..... 49,500
- 42' Colin Archer ketch, 1963, very heavy, well found..... 59,500
- 46' Cal 2-46 ketch, 1975, lots of gear & clean..... 120,000
- 46' Campos heavy ketch, 1949, similar to famous "GAUCHO"... 80,000
- 47' German steel yawl, 1962, new diesel, excellent..... 82,500
- 52' Alden ketch, recent diesel and hull work, needs interior.... 70,000

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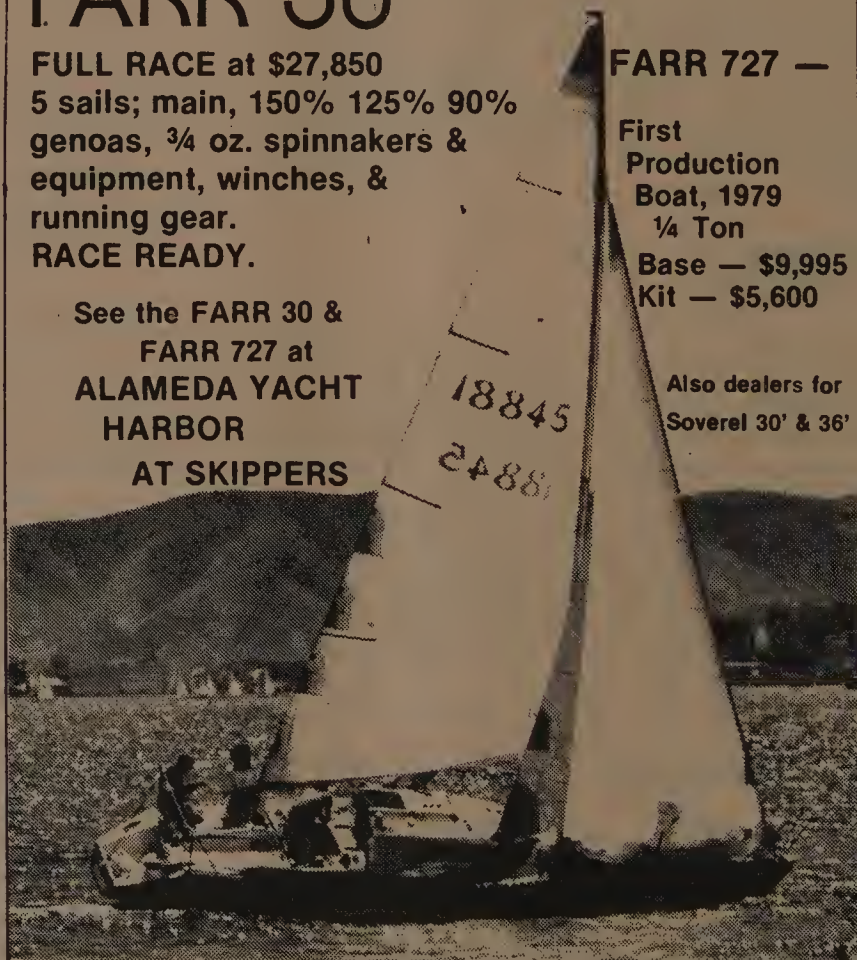
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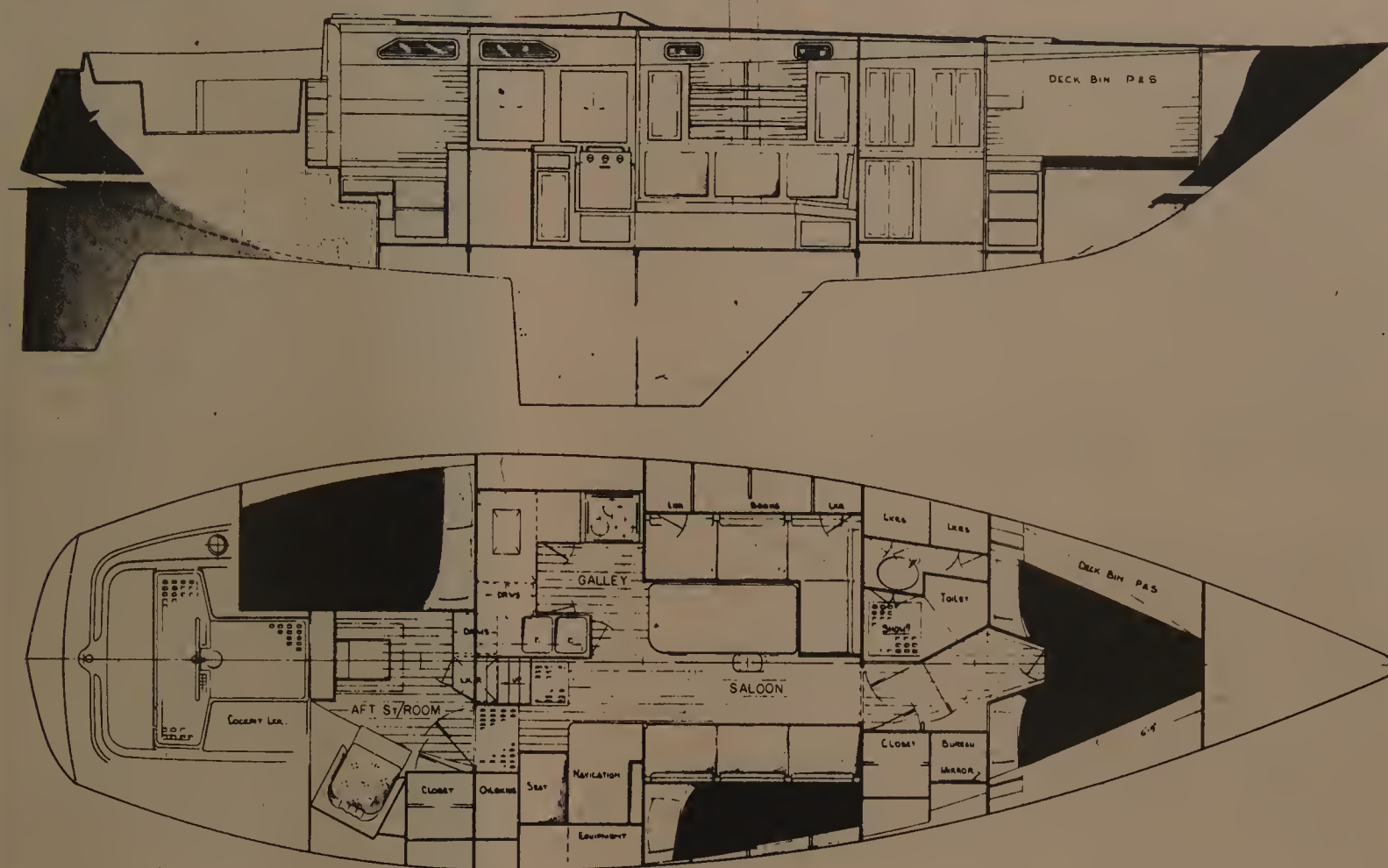
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50' FD-12 1977 Eva Holman design, high performance cruising cutter, Queen 1979 SF Boat Show	177,000

Pacific International Marine Sales 1840 Embarcadero, Oakland, CA 94606/(415)532-4170

SIGHTINGS

this isn't texas is it?

Remember that beef over 50 cents of spilled gas in San Francisco that turned into murder? It looks like people up the stakes in the same matter on the water, too.

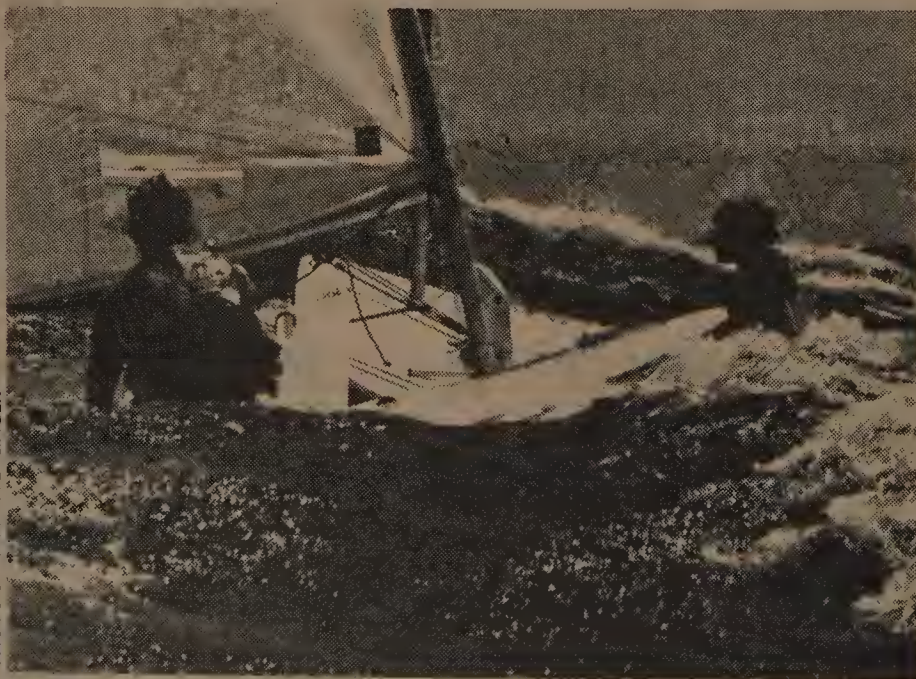
In the early morning hours of July 21st, Jeff Gahagan, who owns a Cal T/2, *Popeye*, and the Coast Guard got into a little difficulty, which escalated to the point where each is accusing the other of having tried to kill them.

It started over *Popeye* not having it's running lights on.

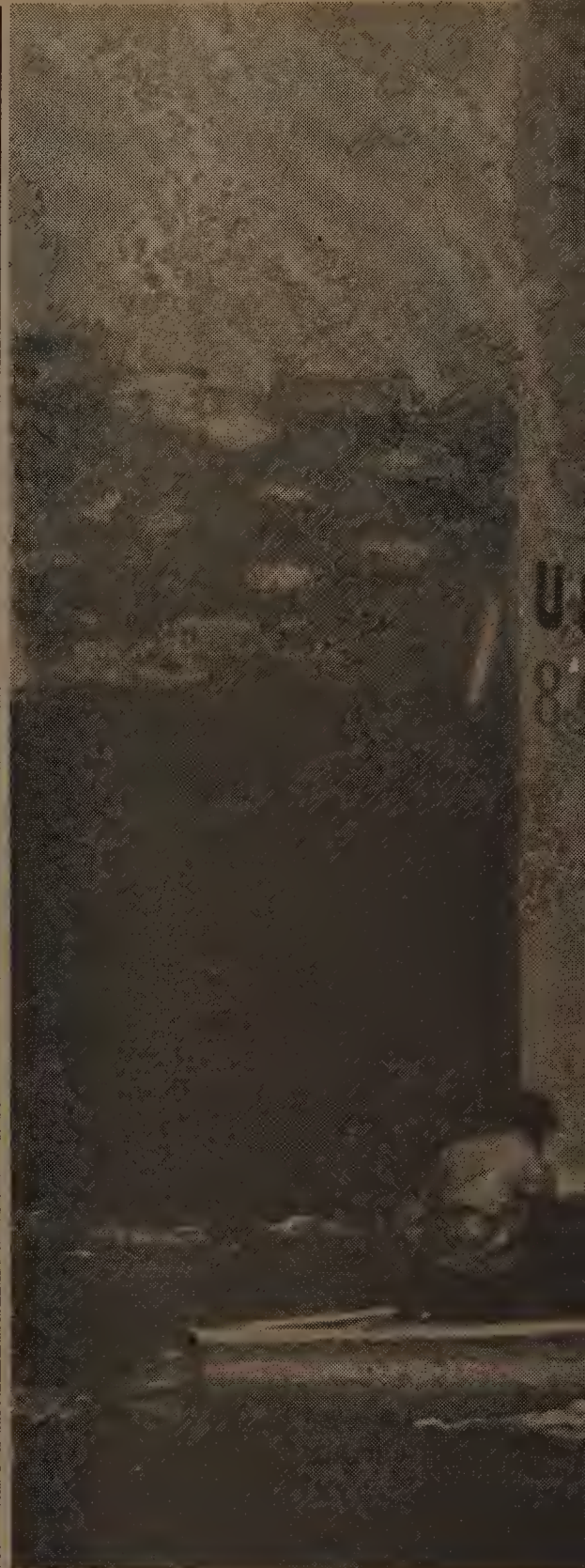
The Coast Guard story is basically this: They hail *Popeye* to turn on running lights and following him to his marina where Gahagan tries to ram them and later verbally assaults them. Shortly after this they tell Gahagan not to drive away in his car; and at that, Gahagan tries to run them down. They fire four shots, from a shotgun and .45 calibre pistol. Eventually he comes back to the marina that night and is placed in the slammer and accused of assault with a deadly weapon, meaning his car.

Gahagan's version is a little different. He claims that the Coast Guard didn't have their blue light on and they didn't ask him to heave to. He did not try to ram them, but circle around them to his berth. After giving the Coast Guard a piece of his mind and the dock, he got into his car before locking up his boat. As he started driving away, he said he noticed someone with a gun, and he took off, particularly when a shot came through his windshield. He called the Alameda Police and told them the Coast Guard was trying to kill him. He returned and was arrested.

The Coast Guard is conducting their own investigation and the Alameda Police are working on the case. May there be cooler heads on all sides in such future encounters.



Quiz of the month. Exactly what is going on here? Where? and Why? Any correct answer wins — hell, any answer at all that includes a self-addressed stamped envelope wins a free bumper sticker that reads: Latitude 38 — the sailing is great! No fooling!



look

Last month we ran a picture almost like this in the same place as this. The guys on the boat, Steve Brilliant and Steve Klotz were the same, the boat, a Flying Junior US 4228 was the same, and they were in the same place, in first, and they did the same thing, ran off with the regatta. Only one thing changed — last month it was the Western Regionals, this month it's the World's. Four firsts and one fourth. Congratulations.

In the Women's Flying Junior World's Championships, Sheila Jones and

nor cal marine assoc boat show

The Northern California Marine Association will be holding its 7th annual Boat Show at the Oakland Coliseum, October 3rd thru the 7th. Show hours are from 2 until 10 pm on Wednesday, Thursday, and Friday; from 11 to 10 pm on Saturday. The show closes at 7 pm on Sunday.

There are two special things about this show — well there's more than that, but two things we like besides the boats is the display of gear and accessories. That alone is worth the \$3 admission.

The other good thing is the multi-media presentation that Bob and Kristi Hanelt will make about their 2½ year circumnavigation. Bob and Kristi made the trip in their 53-ft yawl, *Skylark*, and went to a lot of places off the normal 'milk run'.

One of the places they went to was in the New Hebrides, looking for a primitive tribe. They brought with them a bottle of gin to sooth the garrulous nature of the chief, which it did. In pidgin English — learned from the National Geographic folks — the chief explained that the name of his island meant 'yam' because they did produce yams of a ferocious size. The chief told how his 'father's, father, father' traded yams to "thisa fella, he belonga England, name belonga to him Captain Cook". Indeed Cook had stopped there 199 years prior to the Hanelts, and traded an adz for yams. The chief brought out the adz, being the islands most prized possession, since it was the only metal object. Cook had also traded a "boom-boom" — but nobody seemed to know where that was.

If you find these kinds of tales more fulfilling and satisfying than "Laverne and Shirley", you might want to see Bob and Kristi's presentation at the boat show. They'll be giving it in the 500-seat theatre on Wednesday and Thursday evening, October 3 & 4, from 7:30 to 9:00. It will be given again on Sunday at 1 p.m.

The N.C.M.A. Boat Show, October 3 to 7, worth a look.

lightin' up the south pacific

As we mentioned in our TransPac story, the United States was considering, and now wants to store nuclear wastes on Palmyra Island, which is 1,000 miles southwest of Hawaii. The administration thinks the uninhabited 500-acre atoll would make a dandy dump for up to 30,000 tons of radioactive waste. At least for 30 years. After that time, it is believed that the concrete-covered cannisters might lose their integrity and have to be moved to a new site — perhaps Washington DC.

Naturally the people of the Pacific basin aren't thrilled about the idea, nor are the owners, the Fullard-Leo family of Honolulu. They don't want to sell it to the government, even for \$20 million; so the government may start condemnation proceedings.

It will be interesting to hear what sailmaker Peter Sutter thinks about the idea. He's been cruising on his Tom Wylie-designed and C&B Marine built 36 boat — and much of the time he's been at Palmyra.

familiar?

Frances Dyer of the San Jose Sailing Club barely managed to sneak past Julie Ann and Nannette Rose of Melbourne, Australia. Both men's and women's champs hail from the San Jose Sailing Club.

Gordon Clute and Paul Storz, young old hands at Flying Juniors, took the junior championship home to the San Francisco YC.

A fleet of 50 sailed out of the Richmond YC for the week long competition which pumped up the traditional Bay breezes and chop.

PHOTO BY DIANE BEESTON

SIGHTINGS

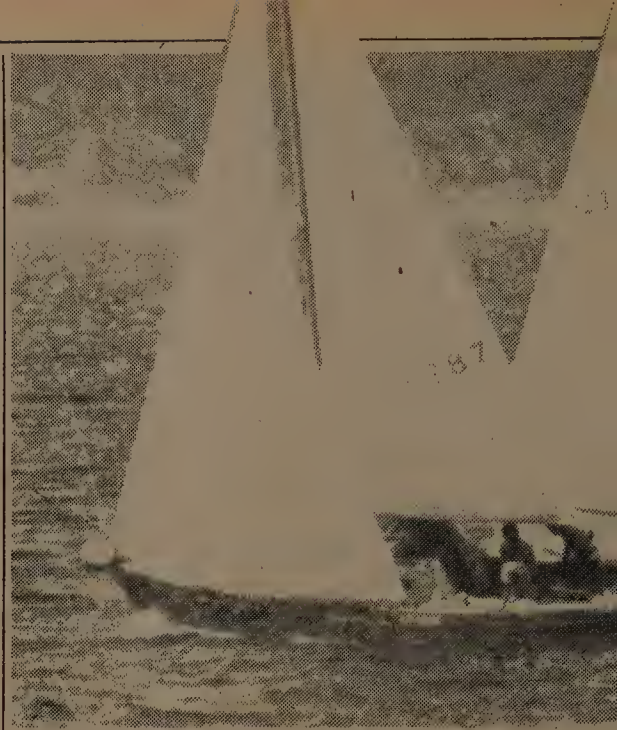
the navy enlists

The Navy called the other day, saying they wanted to distribute *Latitude 38* to the troops on their ships heading out to see the world and to the folks who sail at clubs at Alameda, Treasure Island and Mare Island. We said sure.

And how about you? Do you have a good location in the western United States where you could give out 25 or more 'copies of *Latitude 38*? We ship 'em to you each month' via UPS, and neither the magazines or freight costs you one cent. It's the least we can do for sailors, right?

Call Kathy at (415) 332-6706 for details.

And while we're at it, *Latitude 38* would also like to send a bunch of each month's issue to major cruising crossroads: Tahiti, Samoa; the Marquesas, etc. If anyone knows a place where we could ship them in these kinds of places, we'd sure like to hear about them.



feel like

The other day a fine gentleman came in with this picture and asked us to run it along with the information that the Excalibur class will be having its Nationals this month. We lost the dates, the loca-

the great little

Every other year, the Big Boat Series blossoms into a battle royale of big boats out for blood. That was last year. On alternate years, the Big Boat Series is smaller and more intimate — just as it will be this year. The racing, however, and the spectating, is always great.

To the best of our knowledge, this is the first year that the Big Boat Series will have a Lake Tahoe entry in the Keefe-Kilbourn Two-Ton group. That boat, *Passing Fancy*, requested to be dry-sailed — meaning they want to take it out and put it on a trailer after each race. This would be impractical with most boats that race Two-Ton, but the Olson 30 is a little bit different. In fact, it probably displaces just a wee more than the winches on the boat it will compete with. It should be fun to watch.

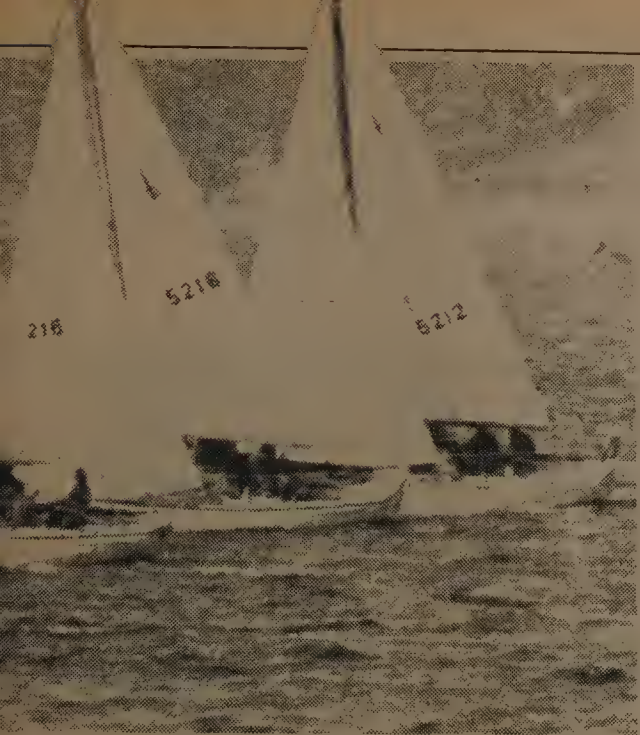
There will be five boats racing for the City of San Francisco Trophy — *Swiftsure*, *Hawkeye*, *Bravura*, and *Triumph*, a C&C 54 out of — why not — Scottsdale, Arizona.

In the Atlantic Series there are 7 entries headlined by the new *High Roler*, who will be racing against the old *High Roler* that is now called *Viva Cruz*. Also out of down south is a new boat,



PHOTO BY CAROL PENSINGER

Sailing at half mast.



jerks

tion, and who to call.

We're no damn good. But Kitty James at the YRA office (771-9500) is great, and we bet she can give you the information. Sorry.

big boat series

Timberwolf.

The Richard Rheem Series will be the biggest by far — 18 entries. Some of the best competition should come when Ulf Werner's TransPac winner goes against a sistership owned and skippered by Dennis Conner, a boat called *Dust 'em*. *Lois Lane* will be entered, so will *Sweet Okole*, a good number of Swans and some old friends from down south.

We neglected to mention who the Olson 30 *Passing Fancy* will be up against. How about *Wings*, *Leading Lady*, *Cadenza*, *Blue Norther*, and four of the other normal Two-Ton suspects.

Racing starts Monday, September 10th at 1:00, off the St. Francis, so bring your spouse, your car, your checkbook and pinkslip, binoculars and camera, lunch and wine — and have a hell of a good fall afternoon watching the racing.

Second race is Wednesday at 3:30 — you know, to let the busy businessman have a chance to see some action.

Friday's race starts at 1:00 as does the finale on Saturday.

If you're goint to be out on your boat, stay the hell away from the boats racing, O.K.?

SIGHTINGS



women and lasers

September 22 & 23rd are the dates for the 5th Pacific Coast Women's Laser Open to be put on by the San Francisco YC. Two days of racing will be held in Richardson's Bay, totalling five races. All women are invited — in the past they have come from up and down the west coast — and there is no age limit.

In an attempt to encourage less experienced women sailors, there will be an A division and a B division. Entry fee is \$10, and you may pre-register by mailing a check to the San Francisco YC at 98 Beach Road in Belvedere, 94920.

The ladies will be shooting for the Silver Eagle Trophy, the huge counterpart to the Golden Eagle Trophy that goes to the winner of the Heavy Weather Slalom held over the 4th of July at the St. Francis. For keepers, the division winners get miniature Silver Eagle pins.

We had a chance to watch one day of this racing last year and can heartily recommend it. For the better sailors in Division A, there is a solid competition; for the women in B, it's a good change to get introduced to racing in a friendly and encouraging atmosphere. Naomi McGinn at (415) 332-0602 has the answers to all your questions.

know where you're going

The Nautical Sciences department at the College of Alameda wants sailors to know they are offering tuition-free classes for your education and enjoyment. There are four courses in the Fall Quarter schedule, including Coastal Piloting on Tuesday and Thursday evenings; Celestial Navigation 1 on Monday or Tuesday evenings from 7 to 10; Meteorology for Mariners on Wednesday evenings, 7 to 10; and Seamanship on Thursday evenings, 7 to 10.

The Fall Quarter starts September 17th and all classes are held on the campus of the College of Alameda. Get all the information you need by calling the registrar's office at (415) 522-7221.

It's a great opportunity, why not call today and take advantage of it?

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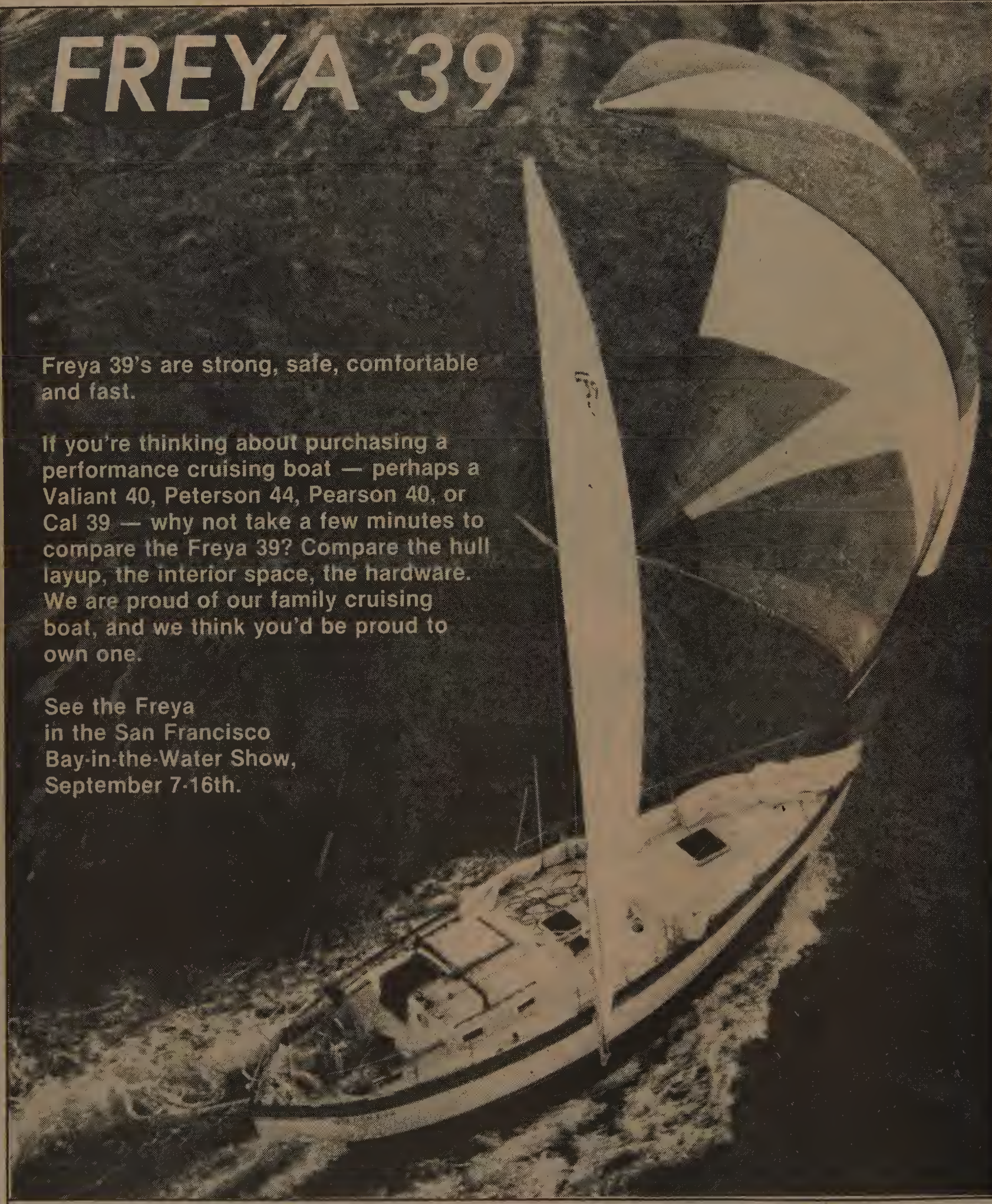
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The United States Women's Sailing Championship for the Adams Cup Trophy was held August 18-23 at the Monterey Peninsula Yacht Club. Eight teams from across the United States competed in Shields for this prestigious trophy, which was presented to the North American Yacht Racing Association in 1935 by Mrs. Charles Francis Adams.

The finals in Monterey culminated an intense summer of race eliminations for Anne McCormack of Novato and her San Francisco Yacht Club team of Cathy Vare, Carol Coburn and Anne Gregurech. Anne had wanted to put together her own Adams Cup team since 1970 when she had already competed four times as crew in the Finals. This year, the timing was perfect as all the races were being held in Monterey, she had a good crew, and baby Skip (2) was old enough to leave with the 'Team Sitter,' husband Hal.

Winning the SFYC eliminations the end of June, Anne and her crew traveled to Monterey for the first round, the Association Quarter-Finals. Teams were sent from Corinthian YC, Stockton YC, Santa Cruz Sailing Club, San Francisco YC, and Monterey Peninsula YC — the host club. The weekend weather was fluke, as thunder and lightning delayed the start and winds shifted out of the South — local knowledge didn't help! Santa Cruz Sailing Club pulled out a first with the San Francisco YC coming in second.

The Semi-Finals brought the two Associations (YRA and SBRA) winners up from Southern California against the Northern California winner to determine the USYRA Area G representative (California, Nevada, and Arizona.) Meanwhile, all over the country similar competitions were being held to select representatives from the other seven

USYRU areas. Santa Cruz Sailing Club and San Francisco YC teams raced against Newport Harbor YC and Capistrano Bay YC in a very evenly matched Semi-final series in August. At the last mark of the last race, Anne McCormack passed two boats to win the series! They were in the Finals and spirits were high.

Arriving in Monterey on August 18th for five days of intense racing, the SFYC Team set out to check over the competition. Practice races were held on Saturday but few boats crossed the finish line due to superstitious tales of bad luck following practice wins.

For Alison Jolly of Georgia (1976 Martini & Rossi Yachtswoman of the Year) held first place for the duration. During the first exhausting three-race day, Anne McCormack hung in with 7th, 3rd, and 1st place finishes for third overall. Day II, Alison Jolly still remained in the lead with Anne McCormack moving up to second — despite two 5th place finishes! The competition was that close. On the third day, Anne and her team dropped to fifth but finished strong the last day to take fourth overall.

When questioned about the race and the type of competition she faced, Anne said she felt comfortable sailing in "that league." "Except for one boat, places changed every day and seldom was one boat in command for the whole series." On what advice she would give to a woman who wanted to do well in the Adams Cup, Anne said a good crew, team efforts and lots of practice racing together were the most important factors. "If you get your act together, you can go anywhere and be a winner, as long as the courses are fair and local knowledge doesn't count." Champion Alison Jolly had never seen a Shields, nor had she ever sailed in Monterey!

— naomi mcginn



OUT OF MY MIND



Los Gatos.

Finally job is done! As everybody know, June 18 Anno Domini 1979 the leaders of the two most powerful nations — J.C and L.B signed SALT agreement, kissed each other, shaken hands, etc. Glory, Glory, Hurrah, and "Do svidanya" (Good bye.)

What really is SALT — nobody can understand, because as ABM, ALBM, ALCM, GLCM, SLCM and many other terms from dictionary of apocalypse can't be explained without a special lexicon. So leave this bewitching ALBM, SLCM, MIRV and HM (Heavy Missiles — is not a cute name?) "to whom it may concern" and enjoy SALT negotiations. Never more arms race!

Never? I am not so sure. We sailors are deeply and hideous involved in our

own arms race. Unfortunately. And our armament is also very, very expensive. And like nuklear race, it is senseless.

For example: bay area resident Mr. Cork is buying for his boat self-tailing winches; all his races competitors must do same or quit. After spending \$374,000 (thousand boats x 2 winches x 187 dollars) all boats have again same chances. But Mr. Cork is striking again. This time he bought an apparent wind gauge for \$220 (Only!). Love it or leave it? Love, said thousands of sailors and not to be outdone, they spent \$220,000 to equalize their chances. Next choice is a hydraulics. Cost \$550 (Bargain!) To prevent Mr. Cork's superiority, all sailors are going to equip their boats with same (or better!) gadget. So, the death run continue.

Mr. Cork is frustrated, he spent together \$1,144 and he still is not a winner. Thinking "to be or not to be," he spent more and more money without any tangible result. So far total expenses of bay sailors is only \$1,144,000.

Now Mr. Cork is not pussy-footing around any more. He got a loan (interest 18% only!) to spend \$5,000 converting his boat into a real flying machine. He bought 'racing sails,' lot of electronics, and more multiple speed winches. The investment was worth its price, the boat was flying like missile (do not confuse with SALT!). But others as fast were flying . . .

To release tension of mathematics, I must insert an anecdote from South Europe: Two mountainer, Ignatz and

Fritz, were walking from one village to another — hundred miles — saving some money. Ignatz had pocket knife, it was his only property. Fritz had nothing. On the second day Fritz said: "Ignatz, will you give me the knife if I will eat a toad?" Ignatz is sure that Fritz never can finish such awful dish, so he accepts proposition.

But, brave Fritz ate toad. Ignatz, sad and frustrated because of his miscalculation, gave him the knife.

Third day, Ignatz was dreaming how to get back knife. "Will you give me my knife back, Fritz, if I will eat a toad?" "Yes," answered Fritz, happy that his friend shall have same awful pleasure, since the knife was crummy anyway. Valiant Ignatz ate, survived, and got his knife back . . .

At third day, the tired travelers preceived little village — their destination. The friends hugged each other and smiled. Long trip was over. It was Ignatz who said to companion: "Tell me friend, why in the hell did we eat those toads?"

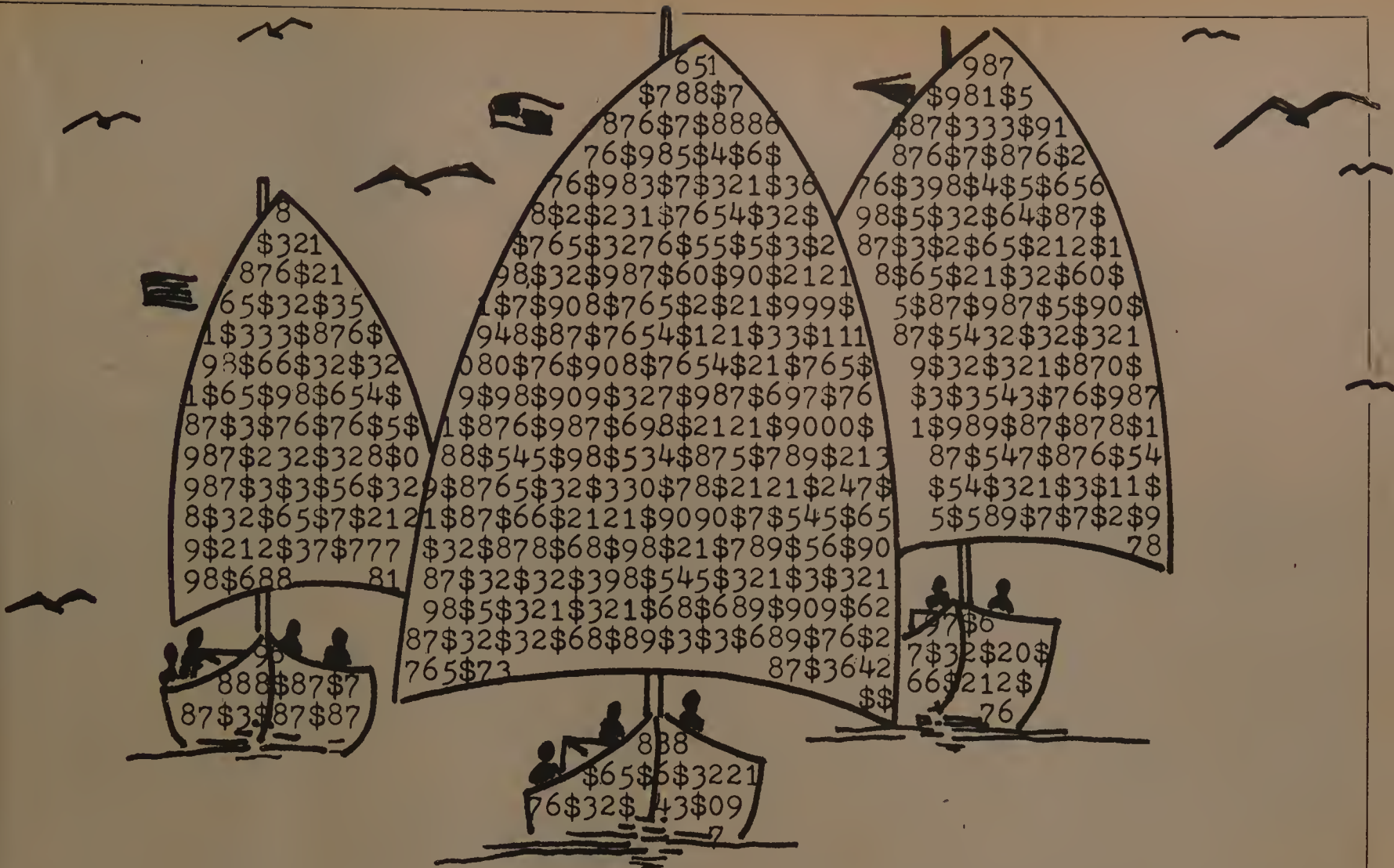
Led by Mr. Cork we too are eating same toads, at our own expense. Like Fritz and Ignatz — mighty mountaineers, we are in same situation before and after toads: regardless of super sails, "miracle" winches, fantastic indicators, RDF, times, course computers — The Golden Cup of the Bay is still in hands of same crew: the best crew.

The only small difference is the cost of "arms race" simply equal:

BAY AREA RACING ARMS RACE COST:

$$B.A.R.A.R.C = X (Q + V) \text{ [dollars]}$$

Where: X = number of participating boats.
 Q = cost of equipment, per boat.
 V = cost of equipment sank in the Bay



B.A.R.A.C.

Without calculators we know that B.A.R.A.R.C. is soaring to millions dollars. For accurate amount please look in producers file, under "Profit."

But electronics, "super sails," hydraulics etc. are only inexpensive peanuts versus coming devices. Uranium keel (Tabarly case,) titanium masts, mobile balast (electronically guided) are coming soon. And much more is coming!

Why not say: "Robots welcome on board"? Robots are stronger than men. Tireless, water and cold proof, basically cheaper than crew (especially if you rent per hour.) They never talk without skipper's permission, never are sick or hungry and if you have "Robot overboard" accident (most of them float) you can do what was many times our dream with some of our crew, just forget them and sail forward . . .

So dear A-3, XY-5A — Welcome! I am sure IYRÜ (International Yacht Racing Union) has nothing against Robots, Cyborgs and Humanoids in its regula-

tions, as long as they belong to a yacht club.

Naturally, more robots on our boat — less crew. But let go all the way! Equipment (like ballistic missile) is also inhuman . . . More equipment mean less men on boat. Loading boat with hydraulics, electronics, mechanics and cybernetics we can make not only crew but also skipper an unnecessary addition. We can race our magnificent machines sitting Yacht Club (strictly speaking, in bar) using remote boat steering system.

There are unlimited possibilities where we can apply science and technology (read: money) in racing. Not only we can, we must. Obviously

because of arms race tyranny. If one of us has bought, then hundreds, thousands must also buy. Regardless of cost, regardless of sense. Exactly like with ABM, ALBM, ALCM and other.

But maybe 2250 warheads is enough? And like with Vienna's Hofburg palace ballroom ceremony "better late than never" or "never is too late" for common sense or "better SALT than nothing?"

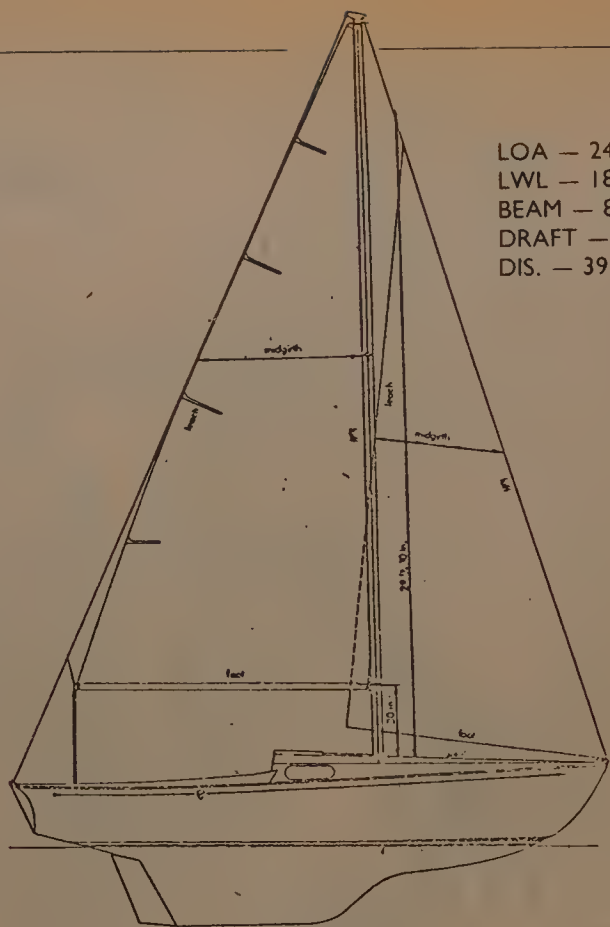
Yes, SALT. Stop armanent race tyranny. Long life for our SALT — (Sailors Agreement Limiting Tyranny.) We must do something!

In such situation, in such difficult times, faced to acocalypse and financial disaster we must always remember:

DO SOMETHING, OR NOTHING. BUT DO !

(Andrew 19:36)

— andrew urbanczyk



LOA — 24'4"
LWL — 18'
BEAM — 8'
DRAFT — 3'4"
DIS. — 3930

COLUMBIA CHALLENGER

The Columbia Challenger marks its fifteenth consecutive year as a qualified YRA one-design racing class on San Francisco Bay this year. The local fleet will celebrate by hosting the 1979 Nationals at the Golden Gate Yacht Club over the Labor Day weekend. Competitors are expected from Southern California and Stockton.

A powerfully-built, first generation fiberglass sailboat, the Columbia Challenger was first designed and produced in 1962 by Glas Laminates, Inc., of Costa Mesa. Glas Laminates, later to be known as Columbia Yachts, was founded by Dick Valdes, who eventually sold the operation to Whittaker Corporation conglomerate. Valdes now owns Lancer Yachts of Irvine. He told *Latitude 38*: "The Challenger was originally designed as a family day-sailer with overnight capability." He explained that the Challenger was a flush-deck version of the Columbia 24, both boats using the same hull. Valdes claims about 2,000 hulls were produced between 1962 and 1968. Probably 600-700 of these were Challengers. During peak production in the mid-60's, Challengers were sold widely on Long Island Sound, in New England, and in Florida, as well as on the West Coast. A few reached Hawaii, and Valdes reports that he spotted a Challenger in the harbor at Papeete, Tahiti recently.

The main reason for the class' endurance on San Francisco Bay is the boat's adaptability to the region's rugged sailing conditions. With a full keel and 50% ballast-to-displacement ratio, the boat is stable and balances well in a blow. They heavy rigging and spars are rarely known to fail. The self-bailing cockpit is roomy enough for a family of six or a four-person racing crew. The Challengers are all fiberglass construction with wooden lazarette, seat lockers, and hatch. Below are four full berths, head and optional galley. Many of these older boats have been refurbished inside and out and

PHOTO BY DIANE BEESTON

are ready for many more years of campaigning on the bay.

Class rules allow racing with main, class jib and spinnaker only. New sails may be purchased only every two years. The boat is kept simple to promote affordable, no-frills one-design racing.

The San Francisco fleet has 19 active boats, 16 of which are signed up for the YRA racing season. John Jacobs bought his boat *Shay* in 1966 and sailed it in Stockton before he moved to San Francisco and became a tough competitor in the bay Challenger fleet. Jacobs, whose wife Shirley is a longtime regular crew member, took the SF Bay championship from 1971 through 1977. Then, last year, Don Gibson,



sailing *Floozie*, broke that tradition by nudging out *Shay* to capture the first place trophy. Competition promises to be vigorous again this year as Jacobs attempts to restore the status quo. Several other racing boats sport husband and wife or otherwise family-oriented crews.

Pat Royce, author of *Royce's Sailing Illustrated*, "The Sailor's Bible since '56," states in his book his reasons for selecting a Challenger: "We chose a 24' raised-deck Challenger for our full day sailing lessons, since it was more comfortable for up to five persons aboard." He also says that the raised deck provides more space below, topside and in the cockpit than a sheer deck, and believes that boat has better

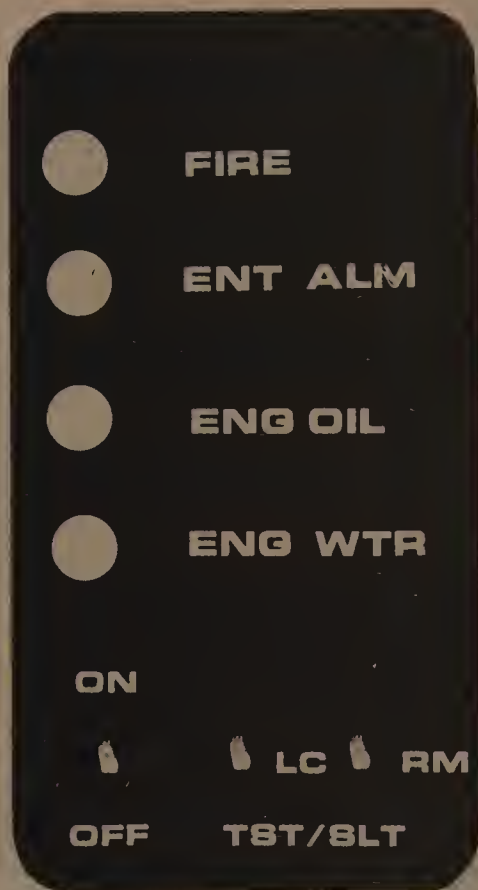
visibility. Royce's Challenger, *Pink Cloud*, is alive and well in Newport Beach. "Very much so," reports Mrs. Royce (Pat was out sailing.) "Pat has now taught well over 1,500 students how to sail in that boat."

The San Francisco fleet will host the Challenger Nationals at the Golden Gate Yacht Club on September 1st and 2nd. Three races will be held Saturday and two Sunday. The local fleet plans to provide loaner boats for out-of town entries. At least two Challengers from the highly competitive King Harbor (Redondo Beach) fleet plan to trailer their own boats up for the event.

— lee darby

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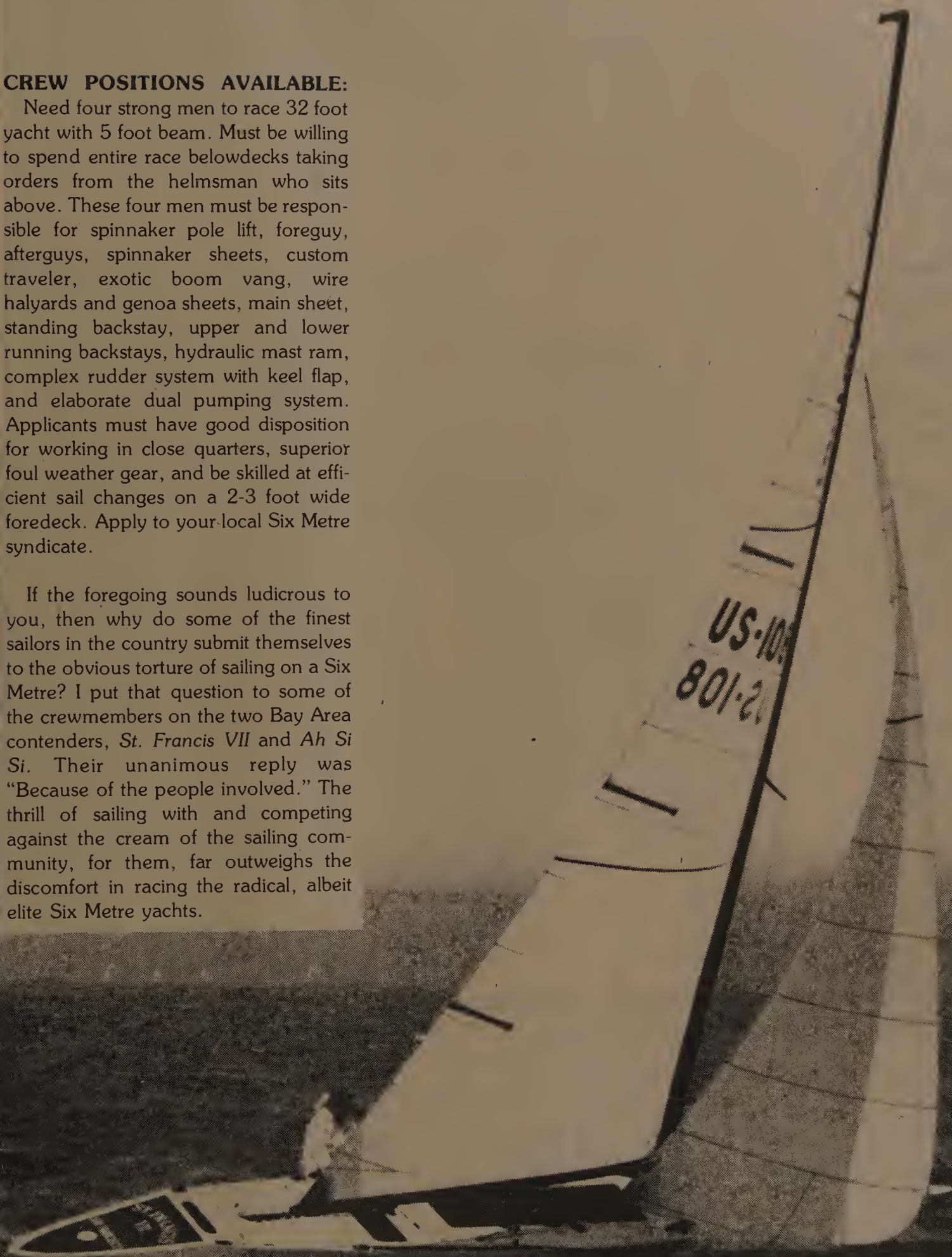
SIXES — THE HARD WAY

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If the foregoing sounds ludicrous to you, then why do some of the finest sailors in the country submit themselves to the obvious torture of sailing on a Six Metre? I put that question to some of the crewmembers on the two Bay Area contenders, *St. Francis VII* and *Ah Si Si*. Their unanimous reply was "Because of the people involved." The thrill of sailing with and competing against the cream of the sailing community, for them, far outweighs the discomfort in racing the radical, albeit elite Six Metre yachts.

PHOTO BY DIANE BEESTON



TOM BLACKALLER, skipper of St. Francis VII, needs no introduction to Bay Area sailors. Manager of the Alameda North Sail loft, Tom is as notoriously excellent on the helm as he is notoriously volatile. The champion-ship Starboat racer was somewhere between the Worlds in Sweden and the pre-Olympics in Russia at the time of these interviews, but there are plenty of people around who are willing to comment when Blackaller's name comes up.

"Blackaller is the louisiest practicer in the world," said St. Francis syndicate head Bob Keefe. "He hates it, he doesn't like it, he's not interested in it . . . race, yes — practice, no." Crewmember Don Kohlmann: "Tom has such an incredible sense of time and distance, such fantastic depth perception."

Writer Bob Ross: "Tom Blackaller used self confidence and confidence in his boat and crew as a powerful winning tool."

"Tom has reason for self confidence. He and his St. Francis crew have won consistently in the the ten year renaissance of Six Metre racing on the West Coast. He has been known to paint tiny boats on the topsides of his Six Metre, like notches on the pistol of a gunslinger, to graphically illustrate his victories."

Steve Taft says of Tom: "Tactically, he's very smart. He's an excellent helmsman and more than anything else, he knows exactly where his boat is in relation to the other boat. For example, in a starting maneuver, he knows when to tack away and when to camp on the guy. He has a good feel for the starting line. He tends to get excited at times but it's just his way of releasing

ST. FRANCIS VII

Skipper Tom Blackaller

Q: "Other than being crushed by the vang and falling overboard once? Everytime we go out on it, something interesting happens."

Q: How did things go during your tuneup races against Turner and Burnham?

"The way I saw it, we had boat handling over Turner, but if they get more time in the boat, they may go faster. And Ah Si Si was very fast in light air against us when we were tuning up, but we won both races against them and on a race that was abandoned, we were ahead."

Q: I saw a chunk out of the stern of

Turner's boat. How did that happen?

"Tom nailed him. It was a port-starboard situation. They had tacked and come across too close and Blackaller bore off and that's the way it wound up."

Q: Did he do it on purpose?

"No, I don't think he did it on purpose, he was trying to miss. It's hard to steer these boats. If you pull the tiller up under your chin when you're on the wind, the boat will slowly bear off."

Q: What's the major differences between match racing and fleet racing?

"Obviously, it's a completely different style of starting. You take an aggressive attitude at the start, just like in fleet racing, but in match racing, you're trying to keep the other guy from the line, keep yourself between him and the line and keep pushing him away from the line."

STEVE TAFT, age 32, is the sail trimmer and helps tactically aboard St. Francis VII. He has the typical Bay Area sailor's background; sailed small boats as a youngster in Belvedere, then started crewing on big boats such as Rascal, Improbable, Lively Lady,

Con't on page 60

Tom Blackaller is the defending champion in the American-Australian contest so the pressure will be heavy. We'll all be watching.

COMMODORE TOMPKINS was practically born on the water and to relate his life history would be redundant. Suffice to say he has probably been everywhere and done everything there is to do in sailing, from Twelve Metres to rounding Cape Horn; from the Olympics to the TransPac; crewing, rigging, delivering; he knows more about boats than anybody I can think of.

He was one of the original St. Francis IV crew members when the American-Australian Cup was first conceived and has been on each of the St. Francis syndicated Six Metres since, not only as crew but also as rigger, playing a large part in their impressive winning record.

He served as foredeckman in previous years, will be mainsheet-backstay man this time, but will skipper the boat in the North Americans in the absence of Tom Blackaller; a perfect illustration of his amazing versatility.

He has especially enjoyed the opportunity to rig the St. Francis boats. "It's not often you get a free hand to do exactly as you see fit, with cost almost no object," he said with obvious relish, before explaining in detail the very complex equipment designed for the boat. "The pumping system alone for this boat came to about \$1,000."

Commodore has loads of stories to tell related to the Six Metres, their crews and equipment.

"At one time we had a sliding goose-neck . . . Blackaller is very critical of the tension on the luff of the sail particularly when reaching, so when you pulled down hard on the vang, the gooseneck used to descend. So we

were sailing along and I had designed something to hold the boom up, I had put a little piece of rope around it and tied it up, and we were getting down to the bottom of the running lag and getting ready to gear up to go to weather again . . . Blackaller always does this little mental tickoff thing like a pilot getting ready to take off . . . and we were quite close to the mark when Blackaller noticed that the gooseneck was still held up in the air and he started to sputter 'get the . . . the . . . The thing didn't have a name yet and so he named it on the spot: 'Get rid of the upfucker!' And since then it's always been called the up-fucker."

At the time of these interviews, Commodore was busy bringing *Regardless* home from the TransPac Race. Then he rushed to Seattle where he had to re-rig St. Francis VII for the North American's so we haven't any profound comments from him on the subject of how this year's Six Metre races are shaping up. But we do have Ron Anderson's unsolicited comment on what it's like to sail with the Commodore: "A lot of people get down on Commodore because of his attitude, I guess 'opinionated' is what they call him, but I tell you, when you get in a boat and race with the Commodore and something goes wrong, he's the one guy not sitting there saying 'you screwed up!' That guy'll be in there busting his knuckles to give you a hand. Commodore doesn't say it, but I've always felt that Commodore feels like 'there's five guys on the boat and if one goes down, we all go down,' and you just know if you need help, he's right there."

JOHN RAVIZZA has sailed 210's, Cal 20's and is currently zipping around

the Bay in his Etchells 22. He'll be foredeck man on the St. Francis VII, and says of Six Metre racing:

"It's hectic, it's fast. I wouldn't be doing it if it weren't fun. Sometimes you can't believe that people still design boats like that because it's very uncomfortable. You get soaking wet. We raced four races with Turner on the Olympic Circle and by the second race, I was soaking wet through and through, under my foul weather gear! I was sitting down and the water was coming over my head, over the top of my pants and down my legs. I was freezing to death, but I didn't really notice it until the last race was over. It's pretty interesting."

Q: Do you call that fun?

"It's fun when you win, then anything goes. It's a good group of guys and we've been having fun going around. The competition's going to be fierce."

Q: Who do you think will be your toughest competition?

"I haven't seen all the boats, but of the group I've seen, I'd say Turner."

Q: What's it like, sailing against Turner?

"Like sailing against everybody else. Everybody looking at everybody else, eyeing them up, looking for the best shot."



could do it. You never had doubt of anything."

Q: After sailing on St. Francis V and VI, how did you get involved with Ah Si Si?

"Dennis Conner and I were sitting on the Star boat one day talking about Six Metres and Dennis said 'We ought to get one.' He says 'get some guys together and I'll see about getting us a boat. We'll go racing and beat Blackaller and WE'LL sail for the cup.' That's how it all got started. But then Dennis got his Twelve Meter and he doesn't have time for a Six Metre effort. But we just went ahead with it anyway and Malin Burnham was going to be our skipper. Malin is just as good as Dennis and vice versa. So we just went out and got three other guys together and got a boat designed."

KEN KEEFE, age 23, is the foredeckman on Ah Si Si. He began sailing on Lasers in high school with John Bertrand and Steve Jeppeson, sailed the TransPac in '77 aboard Racy, and qualified for the Star Worlds last year. Interestingly, he is the son of Bob Keefe who heads the syndicate sponsoring the St. Francis VII, and Ken was part of the winning crew when St. Francis VI won the last American-Australian Cup.

Q: Do you feel like an underdog, sailing against the St. Francis crew who has won so often?

"No, not at all. Tom has done just an excellent job in winning all the Six Metre races he's won, but at the same time, he's never really had anyone to sail against. This is the first true test. This year we've got a couple of very competitive Peterson boats and Mull boats, we've got Pelle Petterson, (Six Metre World Champion,) and then all the European boats. It's not like there's just

a little bit of competition, there's a lot of competition."

Q: What kind of chance do you think you have in the series?

"I don't see why we should have any less of a chance or any more of a chance than anybody else. Malin Burnham is just excellent. The five starts we had with Turner, we won every one. He's just excellent. He's an amazing guy. He's very calm, very enjoyable to sail with. We've sailed our boat more than anybody. We've had ten days with the full crew.

"Another thing, we're the only boat with the option to get both Hood and North sails. We started with North sails because we're used to them and we know they fit the spars and it's a proven quantity for us. But then we sail against Turner and we see Turner points a little higher, and that doesn't make any sense, it's gotta be the sails. So quick! Get a set of Hood sails. I think we've got a heck of a chance. Ron's spent as much time in Seattle as anybody has . . . we've got as much experience as anybody."

Q: What happened out there during your practice sessions? I understand you lost your mast the first day.

"We did have a few problems. The first time we put the jib up, we blew a snapshackle apart. Then, we were sailing along and we blew the rig out. The spreader failed. How did it happen? That's a subject of great debate. Was it designed improperly? Were we overbending the mast? Was the rig not tuned? Was it a poor piece of workmanship? Who knows?

"The mast failed a second time but we didn't really blow it out, it dimpled. You see, we're getting very good at this, we can catch the mast BEFORE it



breaks now! We're not the only ones. We've all had our gear failures. Turner pulled the headstay out of the rig the second day so we took the fitting off of our mast and gave it to them so they could sail or they wouldn't have been able to race against St. Francis VII. The worst thing about it all is that we've lost some sailing time. But I'd much rather have these failures now than when we get to Seattle, or more importantly, when we get back down here for the Australian-American Cup."

Q: Do you have anything more you'd like to say?

"The hardest boat to sail we've ever sailed on because there are so many things to do in such a limited space. Then on top of everything else you've got to work in this hole that's limited by the rule and when you get four big guys down there, there's just not that much room . . ."

MALIN BURNHAM, skipper of Ah Si Si probably received the most publicity for replacing helmsman Lowell North during the final selection trials aboard Enterprise in the last America's cup. He is a staff Commodore of the San Diego Yacht Club and a past Star Class

RON ANDERSON is the tactician-tailer-sail trimmer on Ah Si Si. He wants his age cloaked in secrecy and when I asked him to tell me about his sailing background, he said "There isn't anything really to tell, honest." After intense cross examination, however, he revealed the following facts: He has been a champion Star boat sailor since 1973 having at one time or another won the North American, European, and World Championships. He was a member of a World Champion I C crew in the 60's, helmsman of Shillilagh during its reign as winner in YRA, the Stone Cup, and the Champion of Champions. He raced in the 1978 Big Boat Series on the foredeck of Swiftsure, and was also a crewmember on the Six Metres St. Francis V and VI.

In spite of all this, he says he's not crazy about sailing. "I'd rather drive hot ski boats or dirt bikes than go sailing. I never go sailing for pleasure," claims Ron. "You never see me day sailing. I mean, if I go on a boat and put the sails up, I'm either going for a race or to practice for something. I don't go sailing just to go sailing."

Q: Then why do you do it?

"I know a lot of these guys. We're all friends. We've won a lot of races together. I think that's a lot of it. You know everybody and everybody's recognized and established and that makes you want go out there. when you get into a group like ours . . . last time in the Six Metres, there wasn't anything we couldn't do whether it be getting the boat around the course at boat speed or if you broke something in the middle of the race. It'd be, 'Oh, that broke. Here, let me fix it. What d'you mean, we don't have the tool. Let's make the tool.' You always felt like if

AH SI SI

Skipper Malin Burnham

Ron Anderson commented: "This is the first time I've ever sailed with Malin but I've sailed against him an awful lot in Starboats and big boats, and he's really good. He doesn't jump up and stomp his feet and throw the tiller down on the deck and scream and yell and carry on like a lunatic if something goes wrong. Malin realizes that the crew recognizes that there is a problem and they're trying to get it straightened out and he's mature enough to know that screaming and yelling isn't going to help. Malin is calm and just sits back there and he is an excellent helmsman. Of course he's had a lot of Twelve Metre experience and that helps."

CONN FINDLAY, crewman on the AH SI SI, is an extraordinary athlete, experience aboard the famous yacht Baruna. It is said that he could crank a huge pedestal winch with one hand while eating a sandwich with the other. Conn holds Olympic medals in both rowing and Tempest sailing, has crewed on countless famous big boats such as

Cont on page 60

World Champion and is currently president of the International Star Class. Malin served as backup helmsman to Tom Blackaller in all of the previous American-Australian Cup matches, having been hand picked by Blackaller for the alternate position.

Most recently, he sailed aboard Williwaw in the Fastnet Series and is said to have gone overboard during the Admiral's Cup race, saved by his safety harness, but injured.

Malin's highest compliments come from his Six Metre crew: Craig Healy says: "I really like sailing with Burnham. He's a level headed fellow and very calm and I really like that. He doesn't

SIXES

Con't from page 57

America Jane, Imp and the controversial bilge boarder, Terrorist.

He has participated in "some Mexican races, the SORC, TransPac, Southern Cross Series, several One Ton events, and the Admiral's Cup." He was a sail trimmer on Intrepid, crewed on the Six Metre St. Francis V in the Worlds, and has sailed with Ted Turner aboard Bullet.

"I was also involved in the Enterprise project. I think the metre boats are not all that great but the technology that goes into them is really pretty interesting."

Q: Is there any comparison between a 12 Metre and a 6 Metre?

"They're completely different — how you set the boat up, the gear on the boat, how it's handled is completely different. There's no comparison between boats. On a 12 Metre, the job you do is very specialized whereas on a 6 Metre, you have to do a little bit of everything. Both boats are sailed a bit short-handed. It would be nice to have one more person but you don't have that luxury."

Q: How can you be a tactician on a 6 Metre when you are sitting below?

"It's hard. I make a point of looking around. On the 12 Metre, things happen much more slowly and you have the opportunity to talk things over but you really can't on a 6. But I can help him out tactically — feed him information — obviously he must make the decisions but I give him input."

Q: Who is your toughest competition?

"I just can't help but think Turner's going to wind up working harder than the other guys. He's a very, very tough competitor. Right now, I think Turner's a little bit intimidated, particularly on the starting line. His starts were less than good in practice. The first time we wound up running him into the boat at the leeward end of the line and the next time, he tacked onto port tack in front of us and we took part of his transom off."

Q: Why did they move *Ranger's* mast 6 inches aft?

"Turner felt the boat was out of balance . . . he didn't have enough helm so he had the mast moved. As far as I'm concerned, it was just a shot in the dark. I don't think it will help the boat much."

Q: Why do you sail Six Metres?

"Because I like sailing with those people. Sailing with people who are very, very good is enjoyable. When you're working with people on an equal basis, it's fun. You have the confidence that everybody is going to do their job well. The boats themselves are not necessarily fun. I like the boats because of the gear that's on them. They're lead mines, designed to a very old rule, but the gear on the boats is very sophisticated, the engineering that goes into the boats is fascinating to me. Plus, sailing with the best people around. That's what's fun to me. It's rare that you get this opportunity. It's very rewarding."

Q: Any exciting moments out there that the folks would like to read about?

"The most exciting thing about our practice is that it's been relatively uneventful. We haven't lost our mast like *Ah Si Si*. We haven't lost our headstay like *Ranger*. The Commodore has done such a great job of putting the boat together . . . It's nice to know you've got a good boat."

DON KOHLMANN, age 29, is currently a freelance rigger who has crewed on many of the recognizable big boats including *Imp*, *Regardless*, *Improbable*, and the twelve metre *Enterprise*. His position is second man aft on the *St. Francis VII*, tailing upwind and helping the foredeckman with halyards and such.

"The boats themselves are an anachronism," he says. "They are not especially fun to sail. They border on the ridiculous. They go one speed whether it's blowing 10 or 25 and they're very set. It's extremely difficult to see the competition, the scenery is just awful. You're sitting up under the coaming on the floorboards and your vision is obstructed by the constant

cascade of water pouring into the boat. The boats seem like they're designed specifically to inundate themselves. The foot of the jib scoops water back into the cockpit. They bow digs in and water rolls over the foredeck. Yet they're very tactical boats for the helmsman. From the standpoint of sailing with other people it's very exciting. You work literally shoulder to shoulder (or other anatomical configurations) and you're busy all the time. It's just great. The competition is fun, the boats are not."

"I've been looking forward to this more than any project I've ever done. Match racing is by definition a special event, consequently people get together who work well together."

Q: You're sailing with the Six Metre experts, do you have any cause for concern?

"Only that we haven't practiced much and we won't have our full crew for the North Americans in Seattle. Tom will be in Russia for the pre-Olympics so Commodore will steer. Steve Taft will not be with us either. Commodore has rounded up two guys, Dave Vitor who drove *Ondine* in the Big Boat Series and Andy Rose, a top notch sailor from Newport. I don't know if they have any Six Metre experience but I trust Commodore's choice."

— sue rowley

Con't from page 59

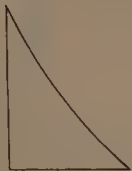
Courageous, Kialoa, Merlin, Windward Passage, and Mariner, and has recently participated in the America's Cup, the TransPac, and the Admiral's Cup races.

Conn evaded the opportunity to be interviewed but we hope to trap him in to giving us his life history at a later date.

— sue rowley

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CORONADO 25 NATIONALS

Tradition was upheld at the Coronado Nationals, as all the clichés of yacht racing played themselves out over the four-day series. Some pre-race favorites failed to demonstrate their vaunted boat speed, others eliminated themselves with minor gear failures or massive cockpit malfunctions, a fresh and talented skipper came within a crying shame of winning, and a popular veteran used local knowledge on the last leg of the race to take his first championship.

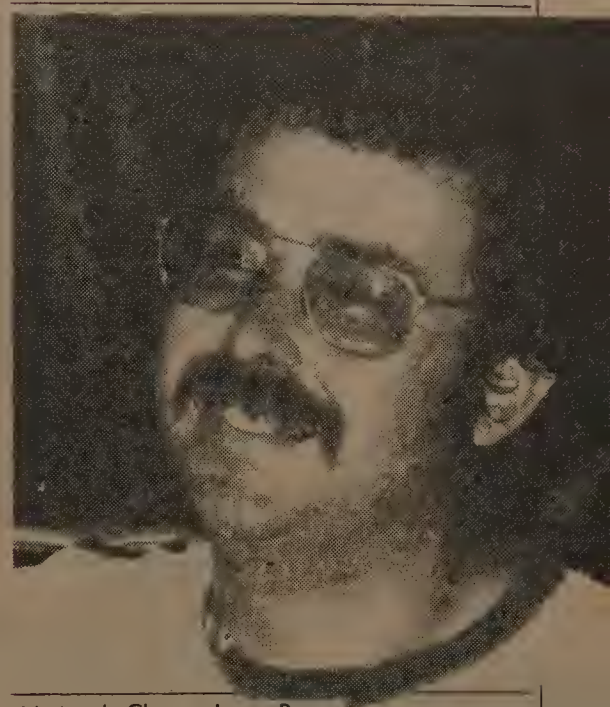
For the record, the Fourteenth Annual Coronado 25 National Championship Regatta was contended by seventeen skippers from five geographical areas. Golden Gate YC hosted the two tune-up, best-four-out-of-five races series July 26th through the 29th. Larry Russo from the Sausalito Cruising Club became the 1979 champion aboard *Juggler*, with the crew of Elaine and Terry Kozak and Hiroe and Dick Harris. Runner-up by half a point was newcomer Rich Everett on *Hello*, with Gary Plotner's *Skybird* in third.

Coronado 25's have been out of production since 1971, the factory is closed, and the company has gone to that great bankruptcy court in the sky. But the Coronado Nationals just keep on happening because they're so damn

much fun. And this year was vintage. The course on the Central Bay was just long enough to make somebody work for their win and short enough to leave time for the really important stuff ashore. Between-race layovers saw winners elaborating war stories, close competitors exchanging ribald insults, and back-markers explaining their woes to unsympathetic bystanders. Evening rang with boisterous champagne parties extended with Gallo when the bubbly ran out and loud dinners punctuated with long-winded, beery testimonials. Everybody came away liking everybody else, and even the race committee got a round of applause.

The RC, in fact, reminded the competitors of the traditions of Coronado Nationals before the start of the first race by performing a traditional foul-up. The white shape went up, the shotgun went off, and the white shape came down like a wounded mallard. (A halyard broke, if you believe the RC.) Moments later, the white shape reappeared, and the odd starting sequence resumed as if shooting down a shape was perfectly normal. In the Nationals, in fact, such an RC mistake is traditionally required. Thus reminded, the racers fulfilled the rest of their yearly traditions.

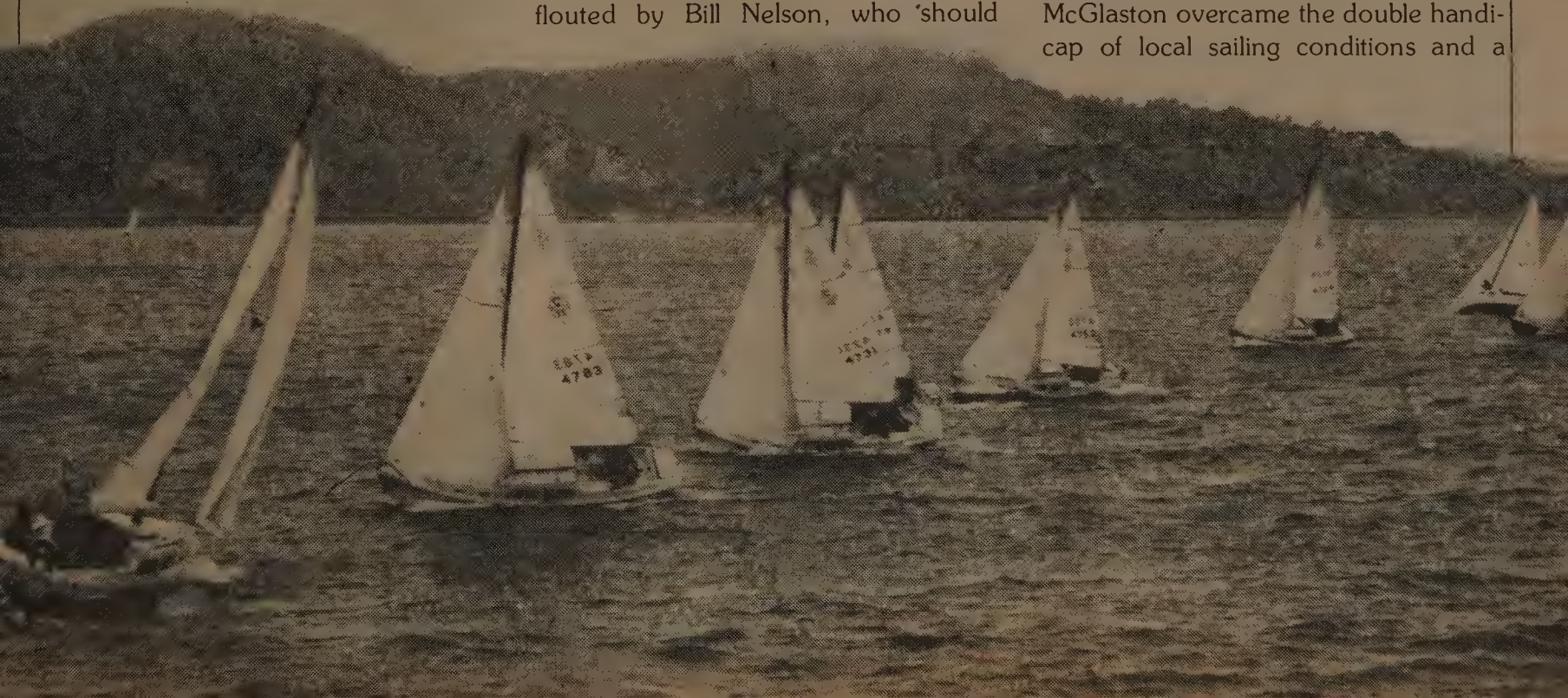
Never Win A Tune-Up Race was flouted by Bill Nelson, who 'should



Nationals Champ, Larry Russo.

know better. A master tactician who leaves the helm of *Long Shot* to sons Mike and Mark, Nelson "read" the fleet perfectly at the start of both tune-up races. He led the upwind legs by the classic method of gaining clear air and letting the fleet self-destruct behind him in the dodgem-tacking up the rocks and shoals to Crissy, and won *both* tune-up races walking away. For the rest of the series, *Long Shot* was buried in the pack.

The role of Dark Horse Outsider fell to Ed McGlaston from Portland, Oregon, sailing on the loan boat, *Makai*. McGlaston overcame the double handicap of local sailing conditions and a



CORONADO 25



Action at the Coronado 25 Nationals off the St. Francis.

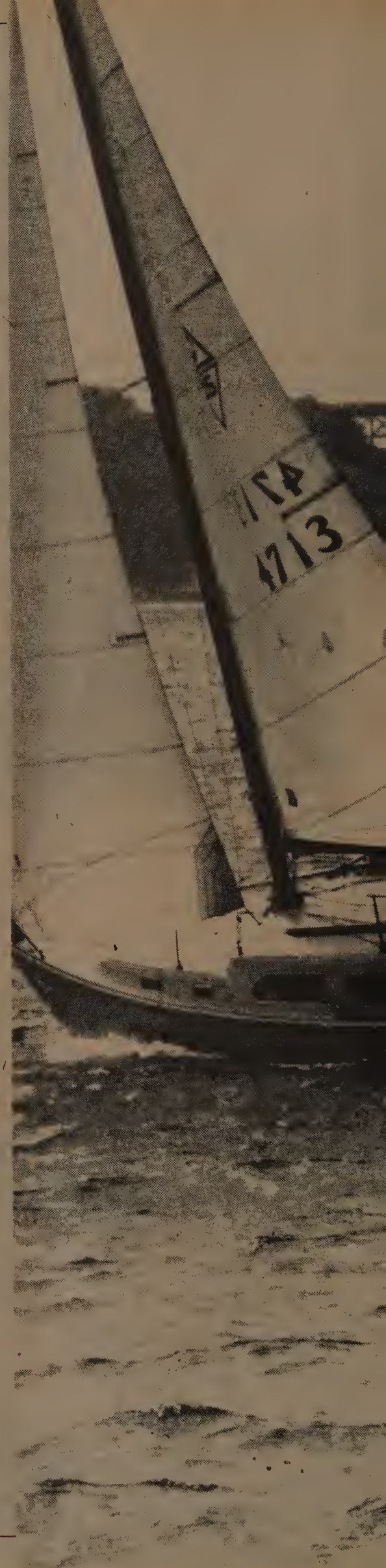
strange boat by his previous experience on the Bay, by an excellent crew, and with new sails flown in for the regatta. He won the first race convincingly, but a series of minor gear failures pushed *Makai* into the pack for the rest of the series.

Gear failure also struck Gary Plotner's *Skybird*. Needing a win to stay in contention, Plotner worked out an incredible three-minute lead in one race, only to have a turning-block break and cut the jib halyard. *Skybird* did keep its own Nationals tradition alive, however, by losing its second stern pulpit in as many regattas.


The Yearly Big Bang came late in the fourth race, when somebody zipped when they should have zagged and *Bluefin* and *Wiki Wiki* locked rigs on opposite tacks. While the crews dodged the hail of parts from aloft, both skippers rounded up and somehow saved their boats. Both later motored soberly back to the club with rigs shorn of forestays, upper shrouds and spreaders but with their masts intact. Their seamanship was outstanding, even if their aim was poor.

With one race remaining, the series was mathematically "locked" on two boats. Larry Russo, the 10-year Coronado veteran on *Juggler*, was one point behind *Hello* and Rich Everett, who was racing his first season in Coronados after trying Etchells 22's. Everett had a young and strong crew and a superfine bottom in his favor, and could win the series by finishing anywhere in front of Russo. Russo had his own and his crew's experience to rely on and had a superior rig, but had to put *Juggler* ahead of *Hello* and finish no worse than second.

The odds against Russo lengthened by a light year at the start of the final race, as *Hello* pulled an excellent start out of a sloppy pack and *Juggler* lost an eternity with a snapped tiller bolt. At Crissy, Nelson's *Long Shot* led, with *Hello* back in third and *Juggler* barely nibbling at the tail-enders. By Harding *Hello* was second, with *Juggler* tangled in the pack for the run down to Blunt. When the fleet rounded Blossom and hardened up for X and home, *Long Shot* lead *Hello* by a gap, and Everett was content to follow Nelson toward the



NATIONALS



City Front to avoid the flood tide. His secure second place would give Everett the championship.

But the tides on the Bay are not what they seem. Sailmaker Kame Richards had brought U-2 photographs of the Bay to the skippers' meeting and shown something no current diagram even hints at. During some stages of a flood tide, a cone of undisturbed and unmoving water sits in the "current shadow" of Alcatraz. The cone points right at Blossom, a tactical boon to any racer who knows about it.

Nelson had missed that meeting and didn't know about it, Everett behind him didn't care, and Russo (dismayed at sixth place) forgot. Then Tom Shafer took his *Sinship* on a flyer up the cone and went from eighth place to first. Russo saw him, remembered, and tacked *Juggler* over into the current shadow. Everett was by now too close to the City Front to cover Russo, and watched his second place evaporate as *Sinship*, then *Juggler*, then half the fleet climbed the current-free cone of Alcatraz. At the finish, it was Russo winning the race and the championship, Nelson second, and Everett buried in fifth — his worse finish all week. Gary Plotner finished high enough in the pack to salvage third in the series. Nelson's strong finish moved him to fourth, Ed McGlaston led the non-SF contingent in fifth, while Larry Ivins of Marina del Rey won out in a fourway battle for sixth with *Cibola*.

But the real news wasn't who finished where, but how much fun they had doing it. The weather gave near-perfect sailing (considering what SF Bay in July can be like,) and the racers responded with a clean, well-sailed series in the often-rare spirit of friendly competition. Few blue blazers were in evidence, but all the traditional good-fellowship of the Coronado Nationals came through. Runner-up Rich Everett and equally strong Tom Shafer gleefully presented Larry Russo with the traditional winner's dunking by heaving him a good twenty feet from the dock.

— tom condran

LIFERAFTS — PART I



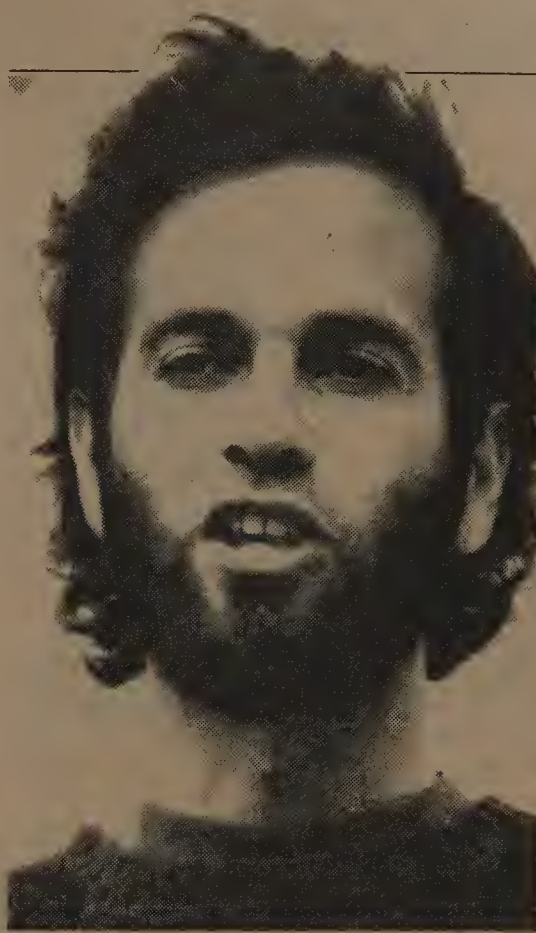
"Here is maximum security for a large crew in an emergency." That's how the brochure describes the Winslow 100M and 120M liferafts for 10 and 20 people. Maximum security . . . what do you think?

In the June 1979 issue of *Yachting*, editor Tony Gibbs wrote an excellent editorial maintaining that sailors would prefer to make their own decisions regarding their safety and well-being, as opposed to the government making them. He suggested that "what all boating people seem to share is the desire to be informed about the chances they're taking, and then be left alone." We couldn't agree with him more.

Some of you may think, as we once did, that liferafts are all of pretty much the same quality. Like hell they are. We probably acquired that potentially fatal misimpression by assuming that there are Coast Guard minimum standards for liferafts. There are standards, but they only apply to commercial vessels. There are no regulations whatsoever regarding liferafts used on recreational vessels. Consequently, somebody could manufacture something resembling an automatic inflating Monkey Wards wading pool and call it a liferaft — in fact, that's just about what some folks have done in the past.

To be sure, there are good liferafts made, and there are a number of manufacturers who make them conscientiously. But, just because a canister or valise is labeled 'liferaft,' don't necessarily assume what's inside is what you would expect a liferaft to be, or even what you would call a liferaft.

In the boating industry, there is one writer, Jeff Hammond, who has done an excellent job of keeping liferaft manufacturers on their toes. In 1976, he had an interview published in *Motor Boats & Sailing* with John Winslow who operated the biggest liferaft manufacturing company in the United States. During the course of that interview, one of the unpleasant surprises sometimes found in liferafts — lack of adequate space, was revealed. Hammond pointed out to Winslow that 4 people simply could not fit in a Winslow 4-man liferaft. It was a problem that didn't concern Winslow too much, since he pointed out "four people don't have to be in it all of the time to sur-



David Vandenberg deserves great thanks for providing us with so much information and material. Originally from Santa Cruz, he is currently studying law in San Diego.

vive . . . they can take turns hanging on the outside." Terrific, eh?

Readers were informed however, that after the interview, Winslow had decided to change the rated capacity on their rafts. What had been a 12-man would now be a 10-man, what had been a 10-man would be an 8-man, and so forth. We'd like to believe that this change that was promised in 1976 took place; but we're not sure it has.

Skip Allan talked with Ron Holland after the tragic Fastnet Race in which Ron Holland and nine others on the Irish boat *Golden Apple of the Sun* got into their liferaft prior to being lifted to a helicopter. The liferaft was a 10-man Winslow. One of the problems Ron found with the raft was that only 8 people could fit in it. Maybe the rated capacities of Winslows were never changed afterall. Incidentally, there were a couple of other minor problems with that raft. One was that it didn't completely inflate, with the result that the ten man crew sat on top of the raft's canopy which was three feet under

water. Thank goodness there was a helicopter directly overhead the whole time.

Winslow has long championed the economy aspect of their 'M' style liferafts. Another economy liferaft manufacturer is JCR of Canoga Park. They too, have been reported to make liferafts with insufficient capacity for their claimed rating.

In 1975 Nils Kisling's father bought a brand new 4-man JCR liferaft for Steve Fennell — this in return for having tutored Nils in math. The raft was but a day or two old when Steve, Nils, and Steve's brother Walt were forced to inflate it when it appeared their 24-ft. sailboat *Pi* was going to sink off stormy Piedras Blancas.

The raft was so small that none of the three could believe it was a 4-man raft. Convinced somebody has made a mistake, they pulled up the droue and read the label — it was indeed rated as a 4-man raft by the manufacturer. The raft floated so low in the water that it was constantly swamped and capsized several times.

That liferaft from *Pi* is now sitting in a corner of our office. The story of what happened is written on its side: "*Pi* cap. 27 June 8:15 pm. Walt dead 28th 5 am. Steve dead 28th 8:00 am. I'm alone and waiting. HELP!"

In a bit of a miraculous ending, Nils was sighted by an off course tanker the evening of the 28th and was rescued. He was hallucinating heavily and is convinced he would never have made it through that night. The fact remains that two young men, with food and water, were unable to survive even 12 hours in a liferaft, or at least what was called a 'liferaft.'

There was an incident earlier this year that was very similar to what happened to the crew of *Pi*. There were three older men whose boat *Tiki Gem* got swamped in 50 mile-per-hour winds of Point Arguello. They were picked up unhurt 4 days later. They attributed their being alive two two things: the wet suits they were wearing and the "canopy over the raft which shielded them

LIFERAFT



This is a drawing of the JCR raft that was brand new the day it was put on "Pi". When it had to be used the next day, there were problems: 1. Pulling on the lanyards did not trigger the CO2 bottles, it had to be done by hand. 2. Lifeline ripped. 3. Lifeline ripped off the body of the raft. 4. Sea anchor consisted of a flat piece of material — similar to a small tablecloth. 5. Reinforcing patches tore off raft at lifeline. 6. Lifeline torn off. 7. Leak at seam. 8. Leak at seam.

from the bone-chilling winds." Unlike the brand new JCR, this 4 year-old raft — which happened to be an Avon — never did capsize in the heavy seas.

Some readers may think we are picking on Winslow and JCR; we're not. In Jeff Hammond's preface to his interview with John Winslow, he documents a number of other very serious problems with Winslow rafts. As for JCR rafts, after Nils Kisling returned home to Santa Cruz, he and some of the other owners tried out the JCR liferafts they bought. One of the 4-man rafts could

only accomodate 4 people if one sat halfway outside the raft — and then there was only 3 inches of freeboard in flat water. The manual pump to top off the air in the raft had a female fitting — as did the liferaft. Yet another JCR inflated in Santa Cruz was found with a repair kit that consisted of a used tube of glue. This is not heresay, there are movies of these and other disturbing deficiencies.

Who and why would anybody buy liferafts like these? The rafts are popular with cruisers because they are just a

fraction of the cost of most others. Because they are light, they are a favorite with the all-out racers. Skip Allan reports the Winslow's are standard issue for many of the best ocean racers. We saw JCR's on a number of TransPac boats, and Amy Boyer is taking a JCR, albeit reluctantly, on her mini-Transatlantic race.

We're not saying that these kinds of less expensive rafts haven't saved lives or that they are manufactured with malice. They may even be the ideal liferaft for you — but just be aware of, and take the time to examine what you are purchasing. Look at some of the more expensive rafts, and see if you don't think they have features that might be necessary, given the rough and cold waters we sail in Northern California.

Suppose you're the kind of person that doesn't want to skimp on safety. What kind of things should you look for in a liferaft? We think the best guidelines are the requirements the Coast Guard makes for rafts used on commercial vessels. Not all requirements apply, but the following are what we feel are the most important:

Design — The military specs indicate that circular, octagonal, elliptical, and 'boat-shaped' rafts are all acceptable.

Body — The raft should have a water pocket for stability, and sufficient reinforcement patches where the sea anchor and painter are attached. The body of the raft should have a lifeline around it, and be equipped with boarding ladder.

Some of the most respected names in liferaft manufacturing offer inflatable floors as an option. Get it. Military specifications require them, and they provide comfort and essential insulation from the cold that is in Northern California waters.

Canopy — Some rafts are offered without a canopy; make sure a raft you buy has one. A canopy is a must to protect you from both exposure to the sun and to cold. Coast Guard specs. require that the canopy has an opening and a

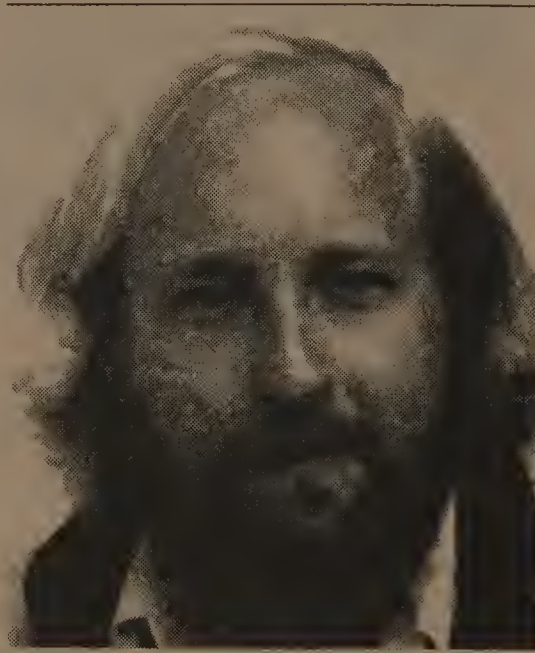
provision for collecting water.

Lap and seam construction — Commercial boat rafts must have seams that are equal in strength to that of the cloth used in the body of the raft. Leaking seams have frequently been mentioned as a chronic problem on some less expensive rafts.

Container — Either a valise or canister is acceptable. A valise is less expensive, but it must be stored in a dry place, and that doesn't mean a lazarette.

Buoyancy — The Coast Guard requires that rafts have at least two air chambers, either one of which is sufficient to support the specified capacity of the raft in a stable condition.

Capacity — Rather than going by what the number of square feet the



Nils Kisling, 1979.

Coast Guard requires, we feel you should crawl into a liferaft. This will give you a chance to see what size 'fits' your needs. It will also make you think seriously about liferafts.

A good liferaft, like a good anything, costs a chunk of money. We feel that you will truly get your moneysworth by buying a raft that closely approaches military specifications.

The unfortunate fact is that many people feel that once they've bought a liferaft, they've got 'life insurance' for sailing. It doesn't work that way. A liferaft is like any other tool; it needs the right accessories, it needs an owner who knows how to use it, and it needs to be properly maintained. More on that subject next month.

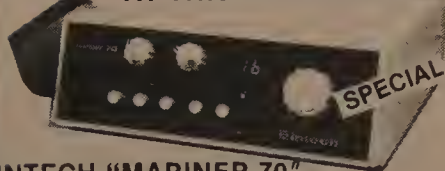
— latitude 38

Nils Kisling at the moment he was pulled alongside the Standard Oil tanker that rescued him. This shot was taken by one of the crew and blown up from

Super 8 movie film. That's a 4-man JCR that Nils is in — at least that's what the label says.



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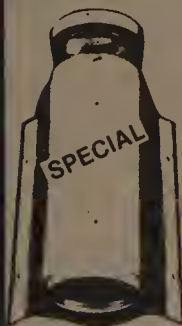
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5/8	32	58	10,500
3/4	43	78	14,200

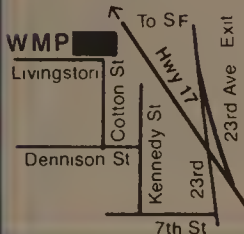


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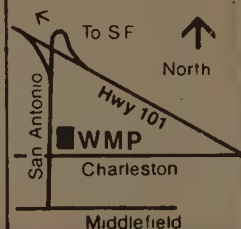
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West Marine Products

BOATBUILDING IN JAPAN

The Pentagon," a Yamaha employee tells me confidentially, "that's what we jokingly call our company's administrative headquarters." But it's no laughing matter. The name hits the mark. The similarity is not so much in the physical resemblance of Yamaha's Iwata, Japan headquarters, as it is the flurry of complex and far-flung activity generated from within those low buildings. The twenty-four year-old Yamaha is a manufacturing colossus.

Yamaha's tentacles reach out in all directions. They produce a full line of motorcycles, a variety of musical instruments, snow mobiles, generators, golf carts and other consumer goods. Recently they have entered the international sailboat market. Yamaha's line of racer/cruisers has already dented the European market with their boats being sufficiently popular to warrant factories in Holland and England. During 1979, Yamaha has turned its marketing eye to the west coast of the United States, particularly with their 30-foot sloop.

When Yamaha decides to enter a market, they don't fool around. The company began building boats in 1960, and currently employ 150 engineers who develop 70 new designs each year. Their boat producing capacity each year is an astounding 38,500 boats. That's 38,500! Many are commercial fishing boats like the heavy bonita boats which are everywhere in Japanese waters. They also produce great numbers of small fishing boats for local fishermen, boats that are very popular with developing nations. 75% of all smaller Japanese power boats are built by Yamaha. Since introducing their sailboat line in 1970, they now manufacture about 50% of all sailboats in Japan. They range in size from the 11-foot Hopper to the Yamaha 33-foot motorsailer.

The west coast sales campaign has set off fears that Yamaha is out to dominate a corner of the U.S. boating market, just as they have done with the motorcycle and piano markets. Yamaha began exporting to the U.S. two years ago. Last year, they sold 50 boats; this year they



YAMAHA

California here Yamaha come!

hope to double that figure. The total number is as yet not impressive, but their track record in other fields is awesome. Yamaha's U.S. sailboat philosophy is to be patient, slowly build a strong base, and eventually establish a plant on the west coast.

Why is Yamaha going after the international sailboat market? For one thing, an excellent company structure already exists, as well as a superb distribution and service network. There is also the Yamaha brand-name identification. A further reason is the nature of the Japanese corporate system, where once employees are hired they generally stay with the company for life. Such patriarchal companies can't lay-off employees when things get slow, so they continue to diversify. After Yamaha's fishing fleet's March to July production peak, there follows a quiet period. The question became how to fill that void — the answer: Yamaha sailboats.

The sailboat factory at Nakaza, one of seven Yamaha boat facilities, is located near Hamamatsu. Here several hundred employees toil from 8 to 5 in an almost antiseptically clean atmosphere. They produce about 100 units per month, be it a dinghy, a larger sailboat or a power boat.

YAMAHA



This isn't Costa Mesa as you can tell. We were disappointed to learn that the Yamaha workers no longer sing the company song each morning before starting work.

The boats are mass-produced, although much of the work is done by hand. In the areas designated for lay-up, the resin is piped to the various stations. Boats are moved via an indoor track. Most employees are male, but women are responsible for painstaking detail work and caring for the molds. "You know, the woman's touch can't be beat," explained Kent Minami, my factory guide and the gentleman responsible for overseas boat sales.

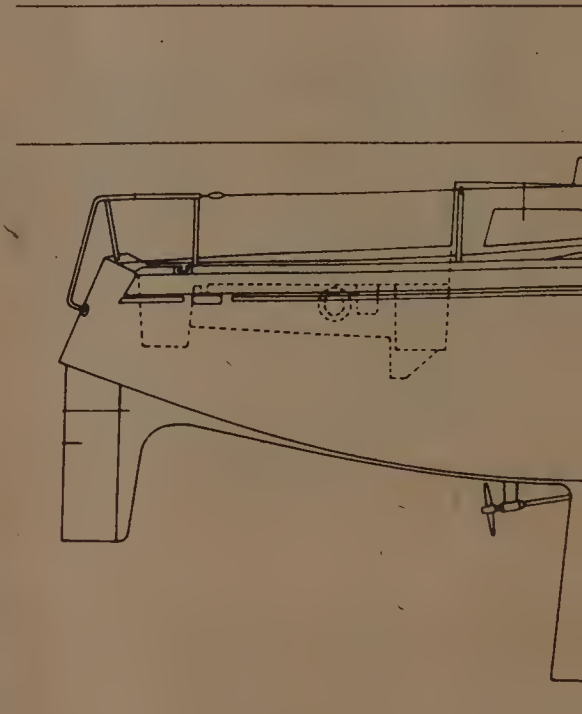
The workers, mostly in their mid-forties, are quiet and serious — a far cry from the boisterous 20 year-olds employed by many American manufacturers. At Yamaha you'll hear no rock-and-roll blaring in the background, for the atmosphere is all business. And you can bet that most workers have never been to sea on one of their boats.

Mr. Minami explains that the employee groups are the stockholders. It is inconceivable to the Japanese that share holders outside the company might effect or dictate company policy. At Yamaha, there is a director group at the top which is responsible for the total

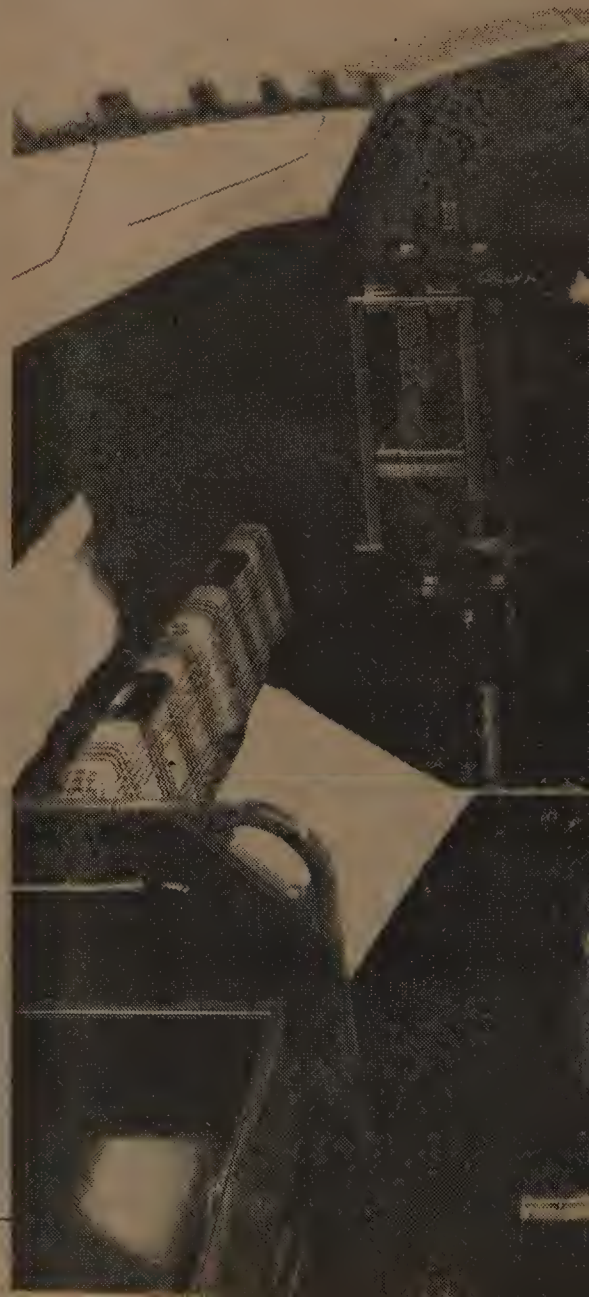
picture. Ideas come up from the employee teams below. According to Mr. Minami, "In the United States, the decisions flow from the top, whereas in Japan, it goes the opposite way."

Nowhere is this more apparent than in the area of sailboat design. Instead of having a boat designed by a well-known architect, boats are fashioned by teams of specialists. "There are few geniuses in Japan," explains Minami, "but there are a lot of talented, educated people."

It was a design team of twenty that created the Yamaha 30. One person was responsible for the interior design, another for electrical components, one for plumbing, one for hardware, another for performance, etc. The impressive product 'works,' being both innovative and cohesive. The motor is up forward for easier access and better ratings, the hull uses a grid-box structure, the Indonesian teak interior is fashioned by Yamaha craftsmen trained in Scandinavia. The attention to detail is obvious, and the thinking that has gone into the boat is evident everywhere.

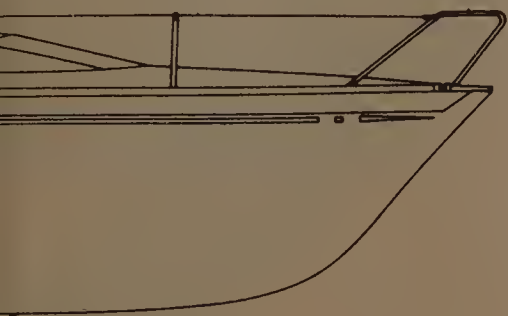


Yamaha makes their sette cushions so they can lift out — that way sailors can easily sleep on the floor — the Japanese way.



BOATBUILDING IN JAPAN

The Yamaha 30 — designed by a team of 20.



Each Yamaha goes through the 'car wash' to check for leaks, before it leaves the factory.



Everything fits like an exquisite beetle box. Minami explains, "The Japanese are used to working in confined areas and making every inch count. We make things that fit and are convenient and aesthetically pleasing as well." There is plenty of adequate floor space in the boat, this to accommodate Japanese sailors who prefer to sleep on the floor, just as they do at home. There are a number of options specifically for the American consumer, and as the U.S. market grows, these will become standard.

Yamaha's Achilles heel in the sailboat program is the cost of transporting the boats to marketing locations. Trying to stay competitive with that additional cost is difficult, but it's not a new problem to the big Japanese exporters.

In addition to their international sales efforts, Yamaha is making a concentrated effort to develop a domestic market in their own country — where sailing is not that popular. Believing they themselves must generate the interest, Yamaha has established a number of sailing schools and sailboat licens-

ing operations throughout Japan. Their classes have so far certified 150,000 new sailors. Yamaha operates a showplace marina complex for sailing instruction at Lake Hamana. There instruction is offered as well as boats to rent, a chandlery, and dining facility. Guest accommodations are being built so eventually it will be a complete resort facility.

Other domestic sailing promotions include a Yamaha sponsored race like their 470 regatta and their annual All-Japan Championship Regatta, "Yamaha Race Week," for about 200 dinghy sailors.

But no promo works quite so well as winning major sailboat races. At the 1978 Quarter Ton Worlds, their 24' *Magician V* took first place against 32 yachts from 11 countries. The victory remains a source of pride and inspiration to the entire Yamaha team. If determination counts, we'll eventually see the Yamaha name in equal numbers with Cal, Islander, Ericson, Santana, Pearson, etc.

— marilyn yolles

FASTNET RACE

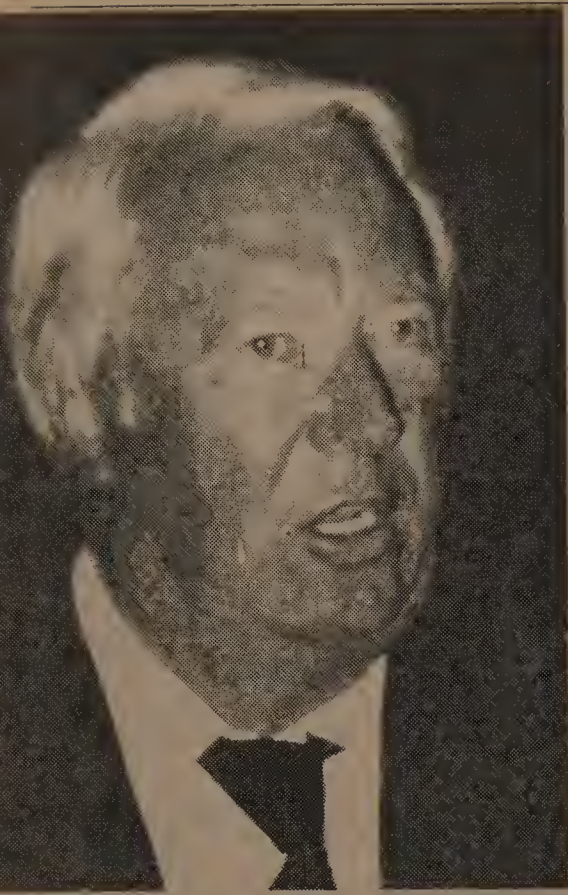
The 13th, 14th, and 15th of August were anxious days for sailors around the world; those being the days that facts, rumors, and lies were being disseminated about the Fastnet Race tragedy. Since there were teams competing from at least 19 countries — including Australia, Brazil, Singapore, Poland, Hong Kong, and Argentina — it was truly an international story.

Front page headlines and lead stories on the 6 o'clock news told of boats being tossed about like corks and masts broken like matchsticks in 90-mile an hour winds and 60-ft seas. The number of boats "sunk or abandoned" rapidly went over 20, with "as many as 100 unaccounted for". The waters between the Fastnet Rock of Ireland and Plymouth, England were said to be littered with empty liferafts and overturned and sinking boats. Rumor spread that *Kialoa* had put her masthead under, and that former Prime Minister Edward Heath and the British ambassador to Washington were both pulled from liferafts. The finest international ocean racers and ocean racing boats, it was reported, were being decimated.

There was special concern here on the west coast since so many of the boats in the Admiral's Cup, 14 of the 57, were being skippered by Americans — many from California. Many more of the crew members were also from the west coast. In the bay area there







Edward Heath said this year's Fastnet had the worst weather he's ever faced.

naturally was great concern for *Imp* and owner Dave Allen, with the northern California crew of Ragnar Hawkanon, Tad Lacey, Don Jesberg, Steve Taft, Skip Stevely, Bill Barton, and Skip Allan.

For a long while there was no report on *Imp*. Eventually a local television station approached Diane Beeston for a photograph of Dave on *Imp*. They've been lost at sea, she was told. Although we've not seen it, one London paper reported that the *New York Times* published the obituaries of the entire U.S. Admiral's Cup team.

Fortunately there were inaccuracies in the reports. *Imp* had never stopped racing and took 7th in the Fastnet, and was 5th among the Admiral's Cup boats. Neither Edward Heath or the ambassador to Washington ever entered a liferaft. *Kialoa* never did put her mast in the water, and in fact broke the old course record by more than 7 hours — and still lost to *Condor of Bermuda*. Consensus of opinion put the winds at about 75 and the seas at 35 to 40 feet.

Certainly it was a terrible tragedy, as is any race in which lives are lost. In all there were 15 competitors lost, and 4 more off a trimaran not entered in the race. But these cold, harsh numbers need explanation and a context lest

FASTNET

they be as misleading as the statement that "the finest ocean racers and racing boats are being decimated". That wasn't exactly the case.

THE ENTRIES

To understand what happened in the Fastnet Race, sailors must understand the different boats that were entered. First there were the Admiral's Cup boats. The biennial Cup had attracted 3-boat teams from 19 different countries around the world. There are five races that make up the Cup; 3 inshore races, one medium distance race across the Channel that counted double, and the finale, the Fastnet Race across the Irish Sea to Ireland and back which counts triple. These Admiral's Cup boats are indeed the best group of ocean racers in the world and were crewed by many of the world's best crew.

Then there were the 'Cowes Week' boats. Cowes Week is the name given to "one of the greatest festivals in yachting, with racing provided daily for a multitude of yachts of all classes and designs." More than just racing, Cowes Week is a festival. As Louis Kruk put it, "There are people who came here from all over, just all over. There are social events all week long, topped by a beautiful ball on Thursday and a huge fireworks display on Friday." Like the *Ensenada Race*, it is an event, and like the *Ensenada* fleet, the Cowes Week fleet encompasses the full spectrum of quality of boats and crew. Some were top flight, boats like *Kialoa* and Ted Turner's *Tenacious*. Others, some as small as half-tonners, were less than top flight, and didn't always have experienced crews. The last event in Cowes Week is the Fastnet Race.

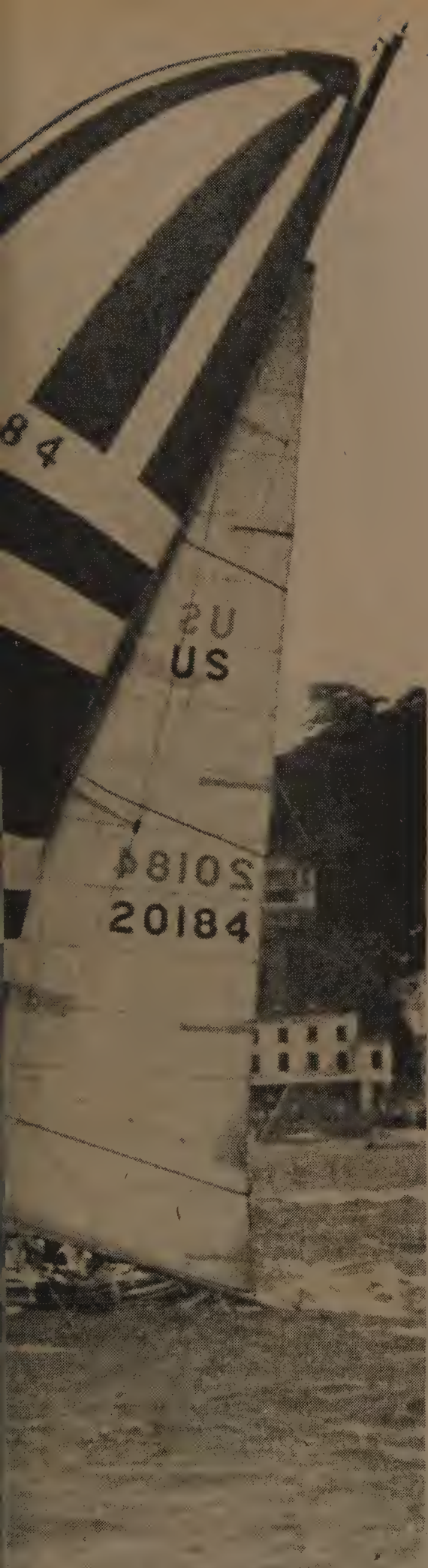
So, the Fastnet Race was sailed by more than just 57 state-of-the-art Admiral's Cuppers. It was sailed by an armada of 306 boats with a total of over 3,000 crewmembers. Many of the over 250 non-Admiral's Cuppers were attracted to the growing glamor of the Fastnet. Marginally good crews were seduced into unfounded confidence by the light winds of the three previous



PHOTO BY LOUIS KRUK

Fastnets. The last time there had been a rough Fastnet was back in 1957 when 29 of the 40 entries dropped out.

FASTNET



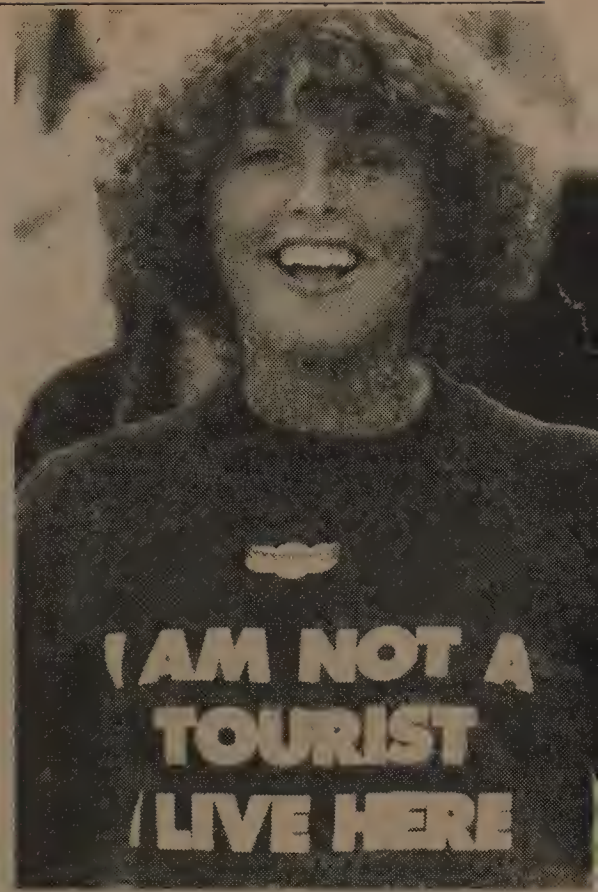
of the southwest, and before the fleet had finished, a ruckus was raised about the responsibility that light boats and thin masts played in the deaths that were taking place. Ted Turner, who was to win the race with his indestructible 62-ft aluminum *Tenacious*, was the most frequently quoted in this regard: "I was sure this was going to happen sometime, because of the trend toward lighter boats. I have spoken out against this, but I was a voice in the wilderness." The *London Daily Telegraph* editorialized along the same lines: "Fears have proved correct that some modern, lightweight yachts, built for speed and requiring expert crews familiar with the latest yachting equipment, might not survive severe conditions in the open seas."

The evidence now suggests that both Ted and the *Daily Telegraph* were in error. It was a severe storm to be sure — 4 were killed by it on land — but it was not the state-of-the-art Admiral's Cuppers that were badly damaged.

Fifty-four Admiral's Cup boats started the Fastnet; 44 of them completed it. Among those boats there was not a single life lost, and most surprisingly there was not a single mast lost. In the entire 306-boat fleet there were 26 boats abandoned; only one was an Admiral's Cup boat. Of the 136 crewmembers lifted off, only ten were Admiral's Cup crew — all of them from *Golden Apple of the Sun*, whose abandonment is the source of some controversy.

Of the ten Admiral's Cuppers that didn't finish, several dropped out intentionally. One, *Gekko* from Japan [see last month's *Latitude 38*] did suffer some structural damage, but made Cork without serious problem. Four or five of the Admiral's Cup boats did lose rudders — the abandoned *Golden Apple* was one. Losing rudders was the most serious flaw in the Admiral's Cup fleet.

So, unlike the impression news reports left, the best international ocean racers were not devastated by the severe conditions. For the most part,



A tourist at Cowes.

aided by superior crews, they came through unscathed.

Steve Taft, who sailed on *Imp*, had this to say: "There is a lot of talk about light boats, and I don't mean light displacement, but light construction of the boats, stripped out boats with multiple-spreader rigs, and how they aren't safe, and how they are going to fall apart. This is an idea kicked around by people who are completely out of touch with what is going on, and who haven't sailed these boats. They don't understand that there is a big difference between building something and engineering it. If this race had been held with the boats they used 25 years ago, the loss of life and boats would have been much greater than it was."

THE LOSS OF BOATS THE LOSS OF LIFE

Perhaps the most misleading and terrifying statistic that came out of the Fastnet reports was the "sunk or abandoned" count. Why these two categories were always combined is something of a mystery to us, particularly when it seems that only 3 of the 26 boats abandoned were sunk. The accounts given on radio and in the newspapers seemed to indicate that the boats just couldn't withstand the

A U.S. Swan 47 in the Solent.

THE LIGHT BOAT QUESTION

After the Fastnet fleet had suddenly been hit by the full force of the storm out

FASTNET

weather — the *Examiner* in particular ran a syndicated feature explaining why the boats couldn't survive the pounding seas. But for the most part they did. The figures available to us indicates that 303 of the 306 starters survived that truly terrible storm. Of the three boats that were lost, there was only one life claimed among them. To our thinking that says a lot of good about the survivability of boats today.

So how did all the other 14 Fastnet sailors die? From what we've been able to determine, the single greatest cause of death stemmed from the premature abandoning of boats for liferafts. Skip Allan said, "I know of one case, and I'm sure there were others, where the crew took to the raft and were lost because they left their still floating boat for a questionable raft." Such abandonments may have been precipitated by lack of

experience controlling a boat in heavy weather. Unable to prevent their boats from sometimes capsizing, or being rolled, crews felt a natural inclination to want out, and into the presumed 'safety' of their liferafts.

Skip Allan, who was on *Imp* and experiencing the worst weather in his 80,000 ocean miles, suspected that it was a mistake for boats to drop sail and try and hove to or lie ahull: "I think the

Action during the New York YC's race during Cowes Week. The boat in foreground is "Winsome Gold", in the background, "Formidable".



boats that stopped and dropped sail were those that got into trouble, and were knocked flat. As a result of this some lost their masts and some broke hatches. What you wanted to do was take the seas on the quarter, moving at less than surfing speed, but fast enough to steer around the breaking crests."

Indeed, the 42-ft *Lancer*, the 34-ft *Griffin*, and the 36-ft *Tiderace* were all knocked completely over without having any sail set.

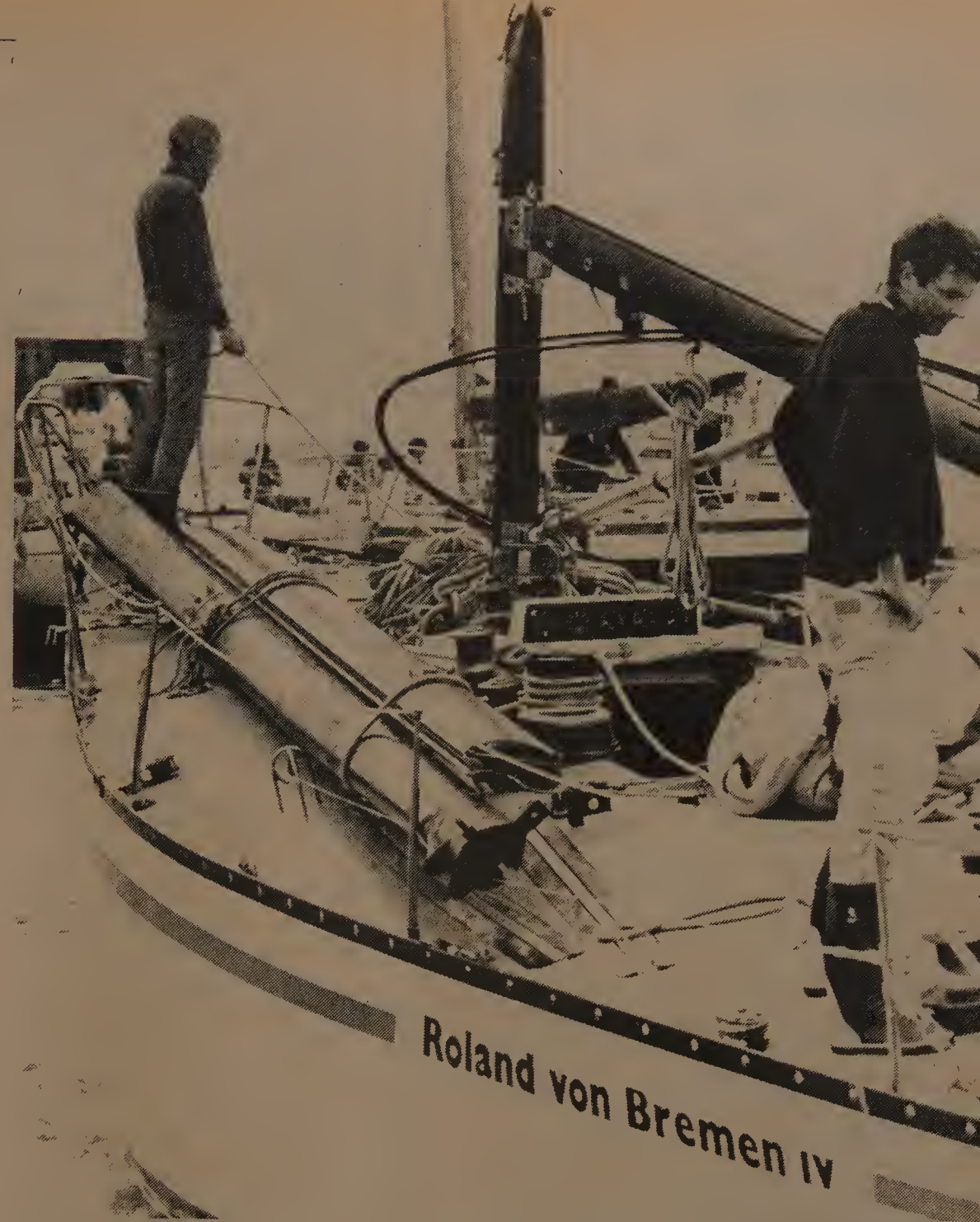
Steve Taft, who was also on *Imp* agreed with Skip. "If you kept sailing perpendicular to the huge beam seas, when a big one broke, it would break right over the boat, and that's how some boats got knocked down or rolled completely over. When a crest broke, you had to run off with it, kind of like riding away from an avalanche."

The capsizing or rolling over of boats led to the manning of liferafts, which in turn led to or contributed to the greatest number of deaths. Granted, the vast majority of those who did abandon ship for a helicopter or liferaft did survive — there were 136 of them in all. But — and we think this is the most important lesson to be learned from the tragedy — but more than half of those who died in the race did so after abandoning boats that safely rode out the storm.

Examples:

The 35-ft. *Ariadne*. There were four lives lost of this boat, the greatest single loss of the race. The crew abandoned the boat which was incorrectly reported as being sunk. A French trawler towed her into port and announced that while the rigging and interior were badly damaged, "the hull is sound".

The 37-ft. *Trophy*. This boat and her crew were doing fine until they came about to render assistance to a vessel in distress. Altering course she was knocked over, and then again a number of other times while standing by the other boat. The crew took to the liferaft, which itself was repeatedly capsized. When the raft went over for the 5th time, its top separated from the bottom and two of the crew were swept to their death. A third crew member died of ex-



Boats took a beating in the gale and near gales prior to the Fastnet Race.

haustion while hanging on to the bottom of the raft. Five other crew were rescued. *Trophy* was later reported recovered.

The 32-ft. *Gunslinger*. After this vessel was capsized and righted herself, a crewmember began to prepare and inflate the liferaft. In the process he was swept over and lost. The boat and the rest of the crew made port safely.

In just those 3 boats there were 8 lives lost — over half of the deaths that struck those entered in the race. We asked Skip Allan if he would have considered taking to the liferaft if *Imp* had been knocked down or rolled. Skip said that had it been before he had friends lost on liferafts, and before 'he had learned about liferafts', that he might have been

considered it. But, "knowing what I know today, I feel you should not climb into a raft until you feel the boat sinking beneath you."

The practice of abandoning non-sinking boats complicated already arduous rescue operations being carried out by both officials and other racers. At least one boat that was still racing got into trouble by coming to the assistance of what turned out to be an empty liferaft. The boat, *Polar Bear*, capsized several times while checking the raft, and was dismasted.

With 25 boats abandoned, there were at least 25 rafts in the water also — crews had to get in a raft before copter pilots would lift them up. With over 50 boats and rafts drifting empty, it's no

wonder that pilots were reporting the ocean "littered with empty rafts and crewless boats".

SWEPT AWAY

The second major cause of death — there were five reported — was being swept overboard. We assume this means that a crewmember was just washed overboard, but in some cases there may have been injuries that contributed to crew going over. In two cases, fellow crewman valiantly jumped in after their mates, but were unable to save them.

For about 16 hours of the race the possibility of being washed over was constant. Steve Taft on *Imp* reported that he would have been washed over twice by waves had he not had his harness on — which he used to haul himself back to the tiller. On *Kialoa* Louis Kruk reported, "We were all wearing safety harnesses and doing what we could to stay onboard. Waves would break over the boat and suddenly you would get lifted up by the wave and rammed toward the aft of the boat." *Kialoa's* owner, Jim Kilroy of L.A. broke several ribs when he and several of the crew were lifted together by a wave and then dropped on a winch.

We have heard reports that the most damned pieces of sailing equipment in England were some of the commercially made safety harnesses. In many cases they weren't strong enough and at least two crew were lost when their harnesses simply broke under the strain. It was common for crewmembers to fashion their own harnesses out of line. From the figures we've read, there was never more than one person washed off of any single boat.

As the rescue operations were being completed and the boats were finally accounted for, accusations of negligence on the part of the race committee were batted about. Mr. John Nott, from the Ministry of Trade and therefore somehow responsible, rejected these charges. He pointed out that it is well known that it is always the decision of the skipper of each boat to start and

continue a race.

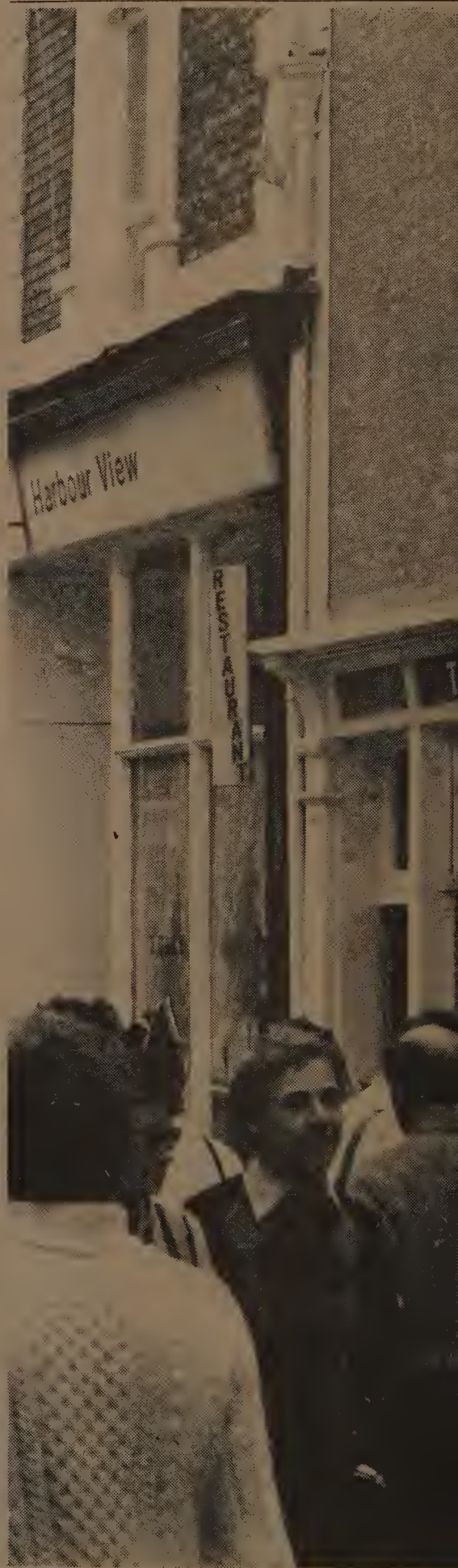
Alan Green of the RORC (Royal Ocean Racing Club) — also on the spot — maintained that ocean racing was a sport "for sensible-minded people who can think for themselves."

"It is their [the racers] inalienable right," said one, "who would deprive the man who spends his week nine to five at the office, of this race, of this most difficult event in the racing calendar? In a perfect world everyone would toe the line, drive the right speeds on the road, stick to the rules, and we would all be cabbages."

Although this was the prevalent attitude, the RORC will nevertheless conduct a three-month investigation into all aspects of the race. Should there be minimum standards for hulls; should masts be a minimum size; should two-way radios be required; should small boats be allowed to race; should the fleet be limited in size. These are just some of the kinds of questions that will be considered.

Another big question was whether or not the race should have been called off. Two gentlemen whom we presume thought this was unnecessary — and most racers agreed with them — were Dave Allen of *Imp* and Syd Fischer of the Australian boat, *Ragamuffin*. The two achieved a distinction of sorts by making remarks to the effect that the weather wasn't all that bad. Fischer said that it was fairly common stuff in the Southern Ocean and in events like the Sydney to Hobart Race. Some of his crewmembers, however, disputed this claim.

Allen, in a telephone interview with Channel 5 had said words to the effect that the conditions weren't that much different from those found off the California in bad weather. Crewmembers Steve Taft and Skip Allan didn't quite see it that way. Dave's brother, Howard Allen, offered a brief explanation of Dave's remarks for the Marin country publication, *The Ark*. Howard said that it was Dave's nature to enjoy adversity and tough races, and he remembered one occasion when Dave



Three Crowns, the hot spot for Admiral's Cup crews in Cowes.



was up to his waist in waves on the lee rail, singing and enjoying himself completely. Skip reported that Dave was the only one on *Imp* that didn't get sick.

While there was at least one boat that prepared and consumed a full scale hot meal during the height of the storm, there were a few very good sailors who thought the situation had got out of hand. Tom McLouglin, a Californian sailing on the French Admiral's Cupper, *Accanito* didn't like what happened. "The competitive urge can be unbalancing" he was quoted as saying, "we're all guilty in a way of not respecting the sea enough. The people I respect are the ones that quit."

REACTIONS

It is not uncommon for people to freeze up in such storm conditions; we asked Steve Taft, Louis Kruk, and Skip Allan what their feelings were, and if they weren't scared shitless.

Taft said that he thought everything was under control but that "I was scared, I really was. They were the type of conditions you don't encounter enough to get used to. You hear people talk about gales off California; I've been in them and they're peanuts to what this was."

On *Kialoa* Kruk said he was concerned, but not really scared. There was never any question of whether or not the boat was going to make it, so the primary thing was to make sure he didn't get washed over. *Kialoa*, like *Imp*, never did stop racing. There were a couple of anxious moments however. As the storm was building the outhaul for the third reef in the mainsail broke twice, and it was a bear to take care of that. But the biggest scare was when one of the running backstays on the 95-foot mast broke. The big triple spreader mast shook like a wet noodle, but *Kialoa's* top-notch crew stabilized the situation by cranking down quickly on the main sheet.

Skip Allan, who had begun to wonder if he was going to go through his entire sailing career without encountering a real storm, said he was concerned but

not really afraid. He compared his feelings to those of Ted Turner who said that he was more afraid of being afraid. Skip said it was nice that the mast was up and the rudder working, and that everyone on *Imp* agreed to not do anything radical that might alter that enviable state of affairs.

Skip came out of the experience feeling confident that a physically and psychologically prepared boat and crew can handle bad weather. He mentioned having read of sailors who had been through bad storms who thereafter took mere gales with a shrug. Apparently a little something of this nature happened on *Imp*. When it lightened up to 35 knots it seemed like a mild breeze and the crew was anxious to hoist the biggest chute on the boat. More circumspect heads prevailed and a storm chute - which proved all they could carry - was set. The winds continued to lighten during the last 24 hours of the race, and *Imp* kept hoisting and bigger and lighter spinnakers. A stark contrast to the stormy weather that had passed, they crossed the Plymouth finish line in warm sunshine in ideal sailing conditions. The last 24 hours had been fantastic sailing.

Skip cited some specific things that he learned from the experience. One thing, previously mentioned, was to keep sailing rather than lying ahull. Other than that, preparation seemed to be the main lesson. Know the procedures for hoisting the storm jib and run through it. Know the proper leads for that sail. Practice putting the third reef in the main. Have the hatchboards ready and in condition so that they can keep the water out. Wear the proper clothing, not Levis, but wool pants, wool shirt, and wool sweater.

Imp was well prepared. She never had more than 3 bucketfuls of water down below and everything seemed to run smoothly. The only damage occurred when the topping lift halyard proved not quite strong enough for the storm jib in such heavy conditions.

As a final thought, Skip mentioned that he would check to see that the



The French "Revolution" having her chute explode on her during one of the gale force days of Cowes Week.

lifteraft was aboard — although by referring to it as a "fucking Winslow" we got the impression he didn't regard it too highly. "I'd be interested to see if it even works", he said. This attitude was possibly spawned by the fact that *Golden Apple's* Winslow raft didn't in-

flate properly.

While discussing the RORC upcoming investigation into the Fastnet Race and the circumstances surrounding it, Skip hoped that the one thing they would look into and perhaps experiment with, is how to steer an IOR boat

that's lost its rudder. He feels that this is perhaps the most common problem with that type of boat. Edward Heath's *Morning Cloud* lost her rudder in the Channel Race and was able to fashion a jury-rig using a spinnaker pole. This was however in fairly light airs. Skip wonders if a such a rudder could even be fashioned in a storm such as they went through, and then if it would even work. It was the problem *Golden Apple* was unable to overcome.

THE RACING

Overshadowed by the deaths was the superb racing in the other four Admiral's Cup races. Unknown to many people here, it had blown like stink for almost the entire series as well as for Cowes Week events. *Acadia* a big U.S.-owned 51-footer sailing for Argentina, did get knocked down enough to put her mast in the water, spilling battery acid on her overhead. There had been winds up to 60 knots, in the New York YC race there — yes, they do have a race during Cowes Week.

Steve Taft said that during the shorter inshore races *Imp* consistently flew smaller headsails than she ever did on brisk spring days on the bay. Skip Allan commented that it was the wildest spinnaker action he'd ever seen. His special favorite was performed by *Williwaw's* German sistership, *Tina-I-Punkt*. Tina was carrying a main, a spinnaker and blooper directly in front of *Imp* when she was knocked completely over on her side. She righted herself — but without any sail! Her main, spinnaker and blooper had all been torn off. For quick dousing of sail, Skip had never seen anything like it.

It was interesting to note who designed the Admiral's Cup boats. For the first time in as long as anyone could remember there was not a single Sparkman & Stephens design entered. The leading designer was Doug Peterson with 20 of the 57 boats from his board. Hot on his heels was Ron Holland with 15, and there are those who think that Holland may now be at

"Camargue", about to have her last man lifted off by helicopter. The boat is taking the seas on the

beam, the ideal position to either be knocked down or rolled over. She was abandoned by her crew of

eight and later recovered.



TO LEAVE OR NOT TO LEAVE

The boat to the left is *Silver Apple of the Moon*, the one to the right is her sistership, *Golden Apple of the Sun*. Inspired names aren't they? They are two of the latest Ron Holland designs, and are fast as hell. Originally it was hoped

that both would be on the Irish Admiral's Cup Team, but *Silver Apple* was edged out and eventually competed as part of the Swiss team.

But *Golden Apple* was a hot, shining star in the Cup fleet going into the

Fastnet Race. She had a great 10-man crew lead by triple Olympian Rodney Pattison, Irish sailing hero Henry Cudmore, and the boat's designer, Ron Holland. Before the Fastnet she was 5th out of 57 boats.

After rounding the Fastnet Rock and heading back for Plymouth, *Golden Apple* lost her rudder 40 miles off the Scilly Isles. Attempts to steer under spinnaker pole jury-rig were not successful and she spent the night, like a lot of boats, rolling her brains out.

By Tuesday afternoon things had calmed down substantially, although there were some gale warnings being advised in some areas. A helicopter came over *Apple* and asked if anyone wanted off. They all looked at one another, considered flopping around for another night, and said, 'what the hell, let's go'. With that they hung out fenders, attached a note saying "out to lunch, be back later" to the hatch, and abandoned the quarter of a million dollar boat.

Whisked to the hospital they were run through the showers, dressed in pajamas, and stuck in bed for an hour. Ron Holland said they all looked at one another and wondered what the hell they were doing there.

So did some other people, Skip Allan being one. \$500 a head, that's what they ought to pay for having been picked up." He explained himself by saying that there were people out there with banged up heads, broken arms, people who legitimately needed help. "But boy, those guys on *Golden Apple*, I really think they should pay. They were afloat, they weren't hurt. It's just strange." There were others who agreed with Skip.

When people go out to race, they should feel they are going to be self-sufficient. Skip felt that something was wrong when 135 people had to be lifted from boats when only a couple were sunk — and then some had the gaul to ask the Royal Navy to fly them back to their boats the next day. Needing help legitimately is one thing . . . *Golden Apple*, the only abandoned Admiral's Cupper was another . . .

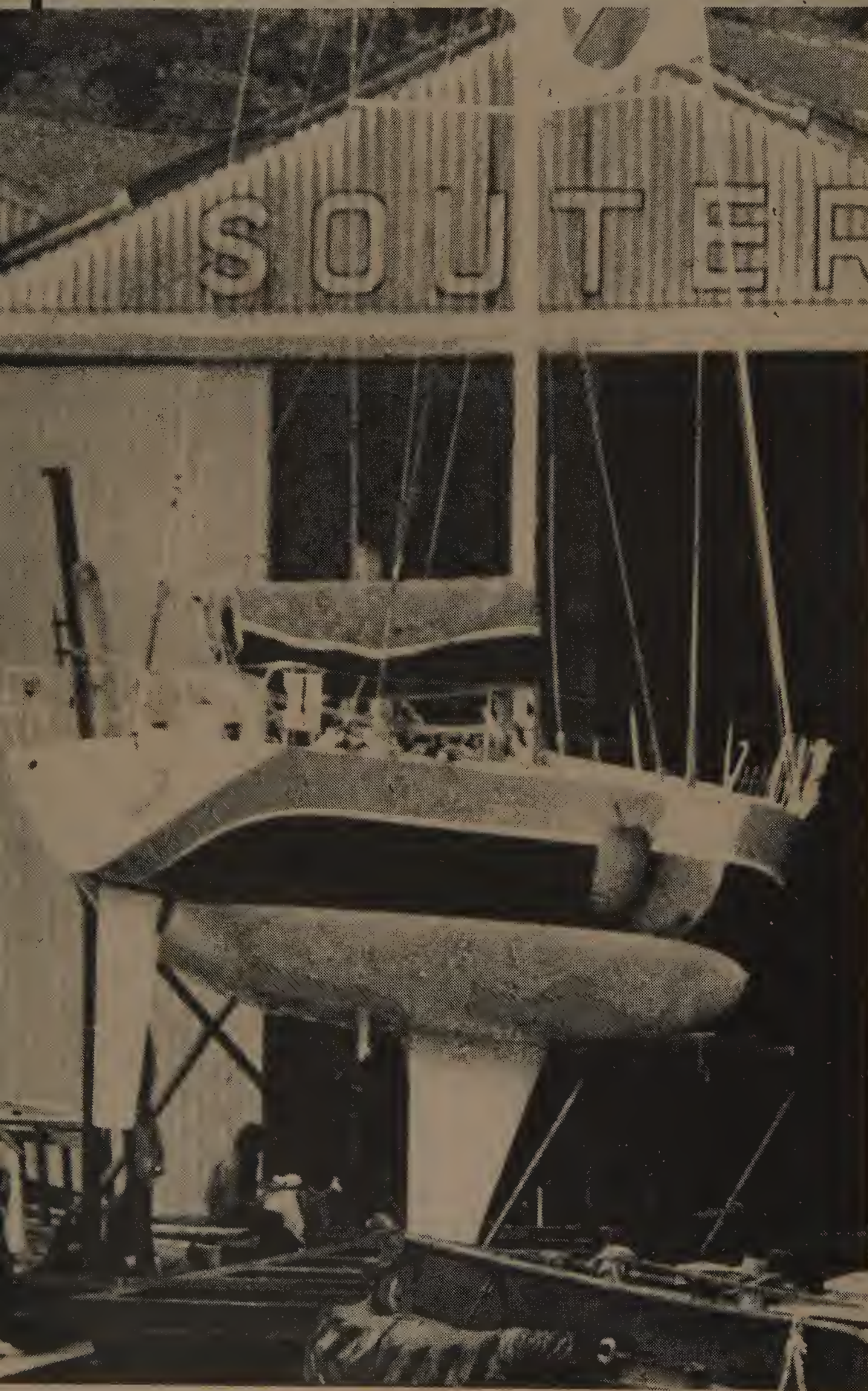
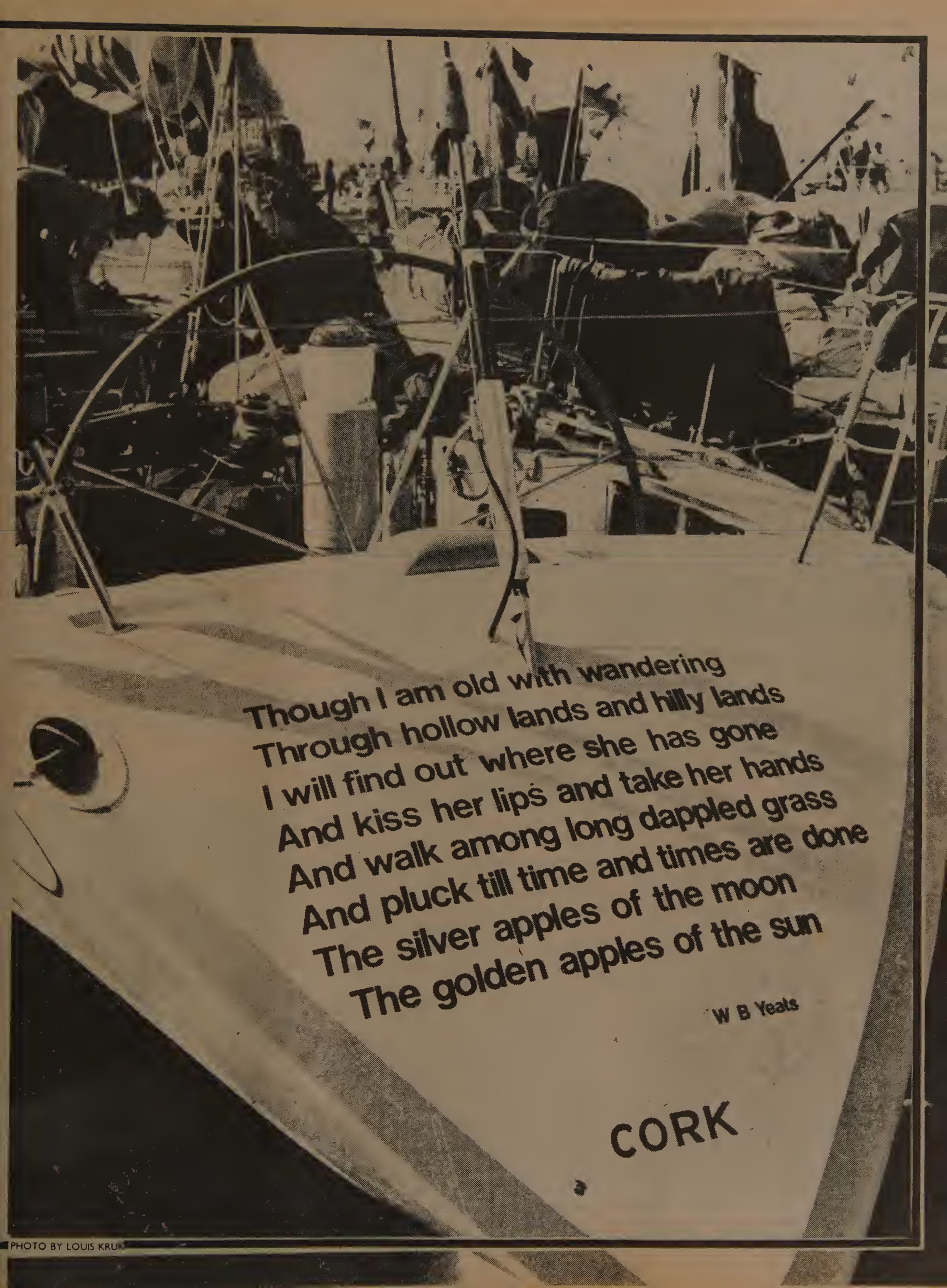


PHOTO BY LOUIS KRUK

A black and white photograph of a sailboat's deck. The image is taken from a low angle, looking down at the deck. In the background, the masts and rigging of several other sailboats are visible, suggesting a harbor or a regatta. The deck is covered with various pieces of equipment, including ropes, pulleys, and a large, light-colored, curved object that appears to be a part of the boat's structure. A poem is printed on the deck, and the name 'CORK' is visible in the bottom right corner.

Though I am old with wandering
Through hollow lands and hilly lands
I will find out where she has gone
And kiss her lips and take her hands
And walk among long dappled grass
And pluck till time and times are done
The silver apples of the moon
The golden apples of the sun

W B Yeats

CORK



Ted Turner holds up the Fastnet Trophy. Already this year he has won the Miami to Nassau, Miami to Montego Bay, and Annapolis to Newport Races. Only Commodore Tompkins has beat him recently — that in the 6 - Metre Nationals.

the top of the designer heap. German Frers had 9 designs, Ed Dubois had 3 — including the very successful Australian boat, *Police Car*. He is likely to be heard from in the future. The only other designer was Kihara of Japan with two of the Japanese entries.

The hazards of Admiral's Cup racing are unique according to Skip. "There are few sights more spine-tingling than watching this fleet short tack up the Island shore, dodging each other, rocks and ledges, in an attempt to stay out of the flood tide — a tide that equals that found in San Francisco but has a range of 16 feet. Although bouncing off the bottom during tacks is commonplace (we hit three time in practice yesterday) woe betide those who run aground on an ebb."

If Skip thought the racing was spine-tingling, Steve Taft thought it stunk. "The competition is real good, but the racing is just terrible. It's the worst sailing I've done in I don't know how long." Steve thought that the British were determined not to let good racing in-

terfere with hallowed traditions. To his thinking, tactics and skill were usually of secondary importance to how willing a crew was to take their boats over rocks or risk running aground in order to stand clear of the adverse tide. "The keels," Steve mentioned, "on every single one of the Admiral's Cup boats are all dinged and knarled up from running aground on the rocks — because that's the traditional way of doing it."

Prior to the start of racing it looked as if five countries had a strong shot at the Cup: Hong Kong, Britain, Australia, Ireland, and the U.S.A.

In the first race Hong Kong pulled in to a good lead with a spectacular 3rd, 4th, and 5th team effort. In the second inshore race the Irish team pulled close by taking a 1st and a 2nd with two new hot Ron Holland designs — *Golden Apple of the Sun* and *Regardless* — known as 'son of *Imp*'. The U.S. was hanging in at second place, with *Williwaw* and *Aries* doing well. The top five teams were sailing true to form.

The third race was the Channel Race,

the middle distance ocean race that counts double. Taft says that if you can stay in the top 15 for the three inshore races and score well in the double and triple weighted Channel and Fastnet Races, you're sure to do well. *Imp* had been averaging about 15th, but came though in the Channel race with a good 4th. After the next inshore race, the relative fleet positions stood about the same.

As normally is the case, the Fastnet would really decide how the countries would finish. Going into the Fastnet the leading Irish team was hoping for light air, the conditions in which they had been untouchable. The U.S. in second would settle for moderate winds. The third place Australian team wanted it to blow like stink.

As we all know, it howled, knocking all three Irish team boats out of the race and the Cup. *Imp* led the way for the U.S. team with a 5th, but *Aries* had stumbled to a 28th and *Williwaw* finished a medicore 15th. As a result the Australians, taking 4th, 9th, and 11th, leap-frogged over the U.S. to take the Cup for their second time. They got



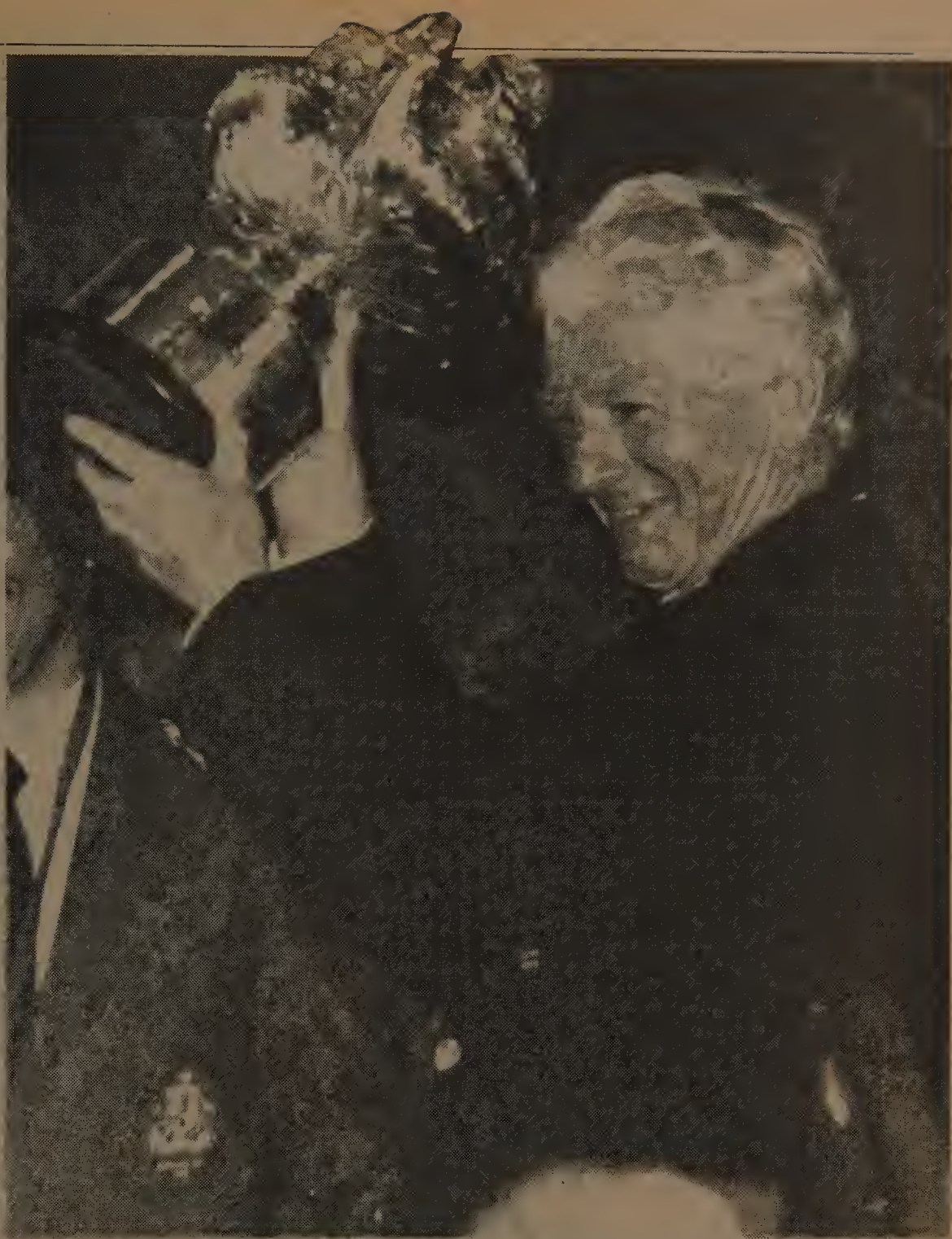
their weather — more than they really wanted — but nevertheless made the most of it. The U.S. was second, and the U.S. 'B' team, made up of California skippers Tom Blackaller, Dick Deaver, and Dennis Durgan — and officially sailing as the Italian team moved up to 3rd.

The top scoring individual boat in the competition was an English boat, *Eclipse*, a Doug Peterson designed 39-footer, built and sailed by Jeremy Rogers. Second was the Ed Dubois $\frac{3}{4}$ rig *Police Car* from Australia. The redoubtable *Imp* was a fine 3rd, and with the Fastnet closed out a fabled racing career under the ownership of Dave Allen. As planned, she has been put up for sale in England.

THE FUTURE

And so the 1979 Admiral's Cup and Fastnet Race are history, darkened by the deaths of 15 competitors. Will the deaths and damage to boats change the Fastnet? Steve Taft thinks it already has. "As of now, the Fastnet Race is incorrectly perceived by millions as the toughest ocean race in the world."

The crews of the boats that did make the Plymouth finish line, wind down after the race.



Syd 'We are used to weather like this in Australia' Fischer, hold the Admiral's Cup Trophy for the winning Australian team of "Ragamuffin", "Police Car", and "Impetuous". The boats were designed by Peterson, Dubois, and Holland, respectively.

Steve feels that the attention given the race will attract more competitors than ever to the Fastnet and ocean racing in general. Skip Allan said the race is truly a classic, and while there are some safety improvements that might be made, it should pretty much be left alone. Both Skip and Steve expressed the fear that uninformed outsiders might somehow feel compelled to regulate a sport they know nothing about.

But it looks like that probably won't happen. An editorial in the *London Daily Mail* read as follows: "At such an emotional moment, the staunch good sense of Mr. John Nott, [Trade Minister in charge of safety] is to be valued . . . he makes clear his view that it is not the job of Government to regulate ocean

racers. He acknowledges that the risk of tragedy is inseparable from the desire of man to pit his courage and skill against the elements. He hopes the Fastnet Race will continue to be run in coming years. And so does the *Daily Mail*."

POSTSCRIPT

Skip Allan wanted our readers to know that there was one heart-warming bit of news to the Fastnet. The news was that a 56-ft pilot cutter, built in Le Havre in 1913, was able to make it through the rotten Fastnet weather. What makes it interesting is that vessel is the *Jolie Brise*, winner of the very first Fastnet Race in 1925. She won three Fastnets in six years — a record yet to be matched.

IN MEMORY

This is the Parish of St. Andrew of Plymouth, where the memorial service was held for those who did not return from the Fastnet. Many of those who raced filled the church and recited the hymn printed below. It was a somber day in ocean racing.

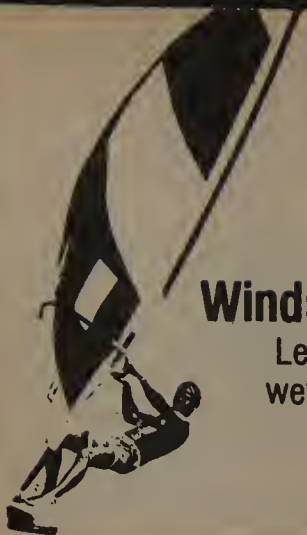


PHOTO BY LOUIS KRUK

FOR THOSE AT SEA

W. Whiting

- | | |
|--|---|
| <p>1 ETERNAL Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep:
O hear us when we cry to thee
For those in peril on the sea.</p> | <p>3 O Holy Spirit, who didst brood,
Upon the waters dark and rude,
And bid their angry tumult cease,
And give, for wild confusion, peace:
O hear us when we cry to thee
For those in peril on the sea.</p> |
| <p>2 O Christ, whose voice the waters heard
And hushed their raging at thy word,
Who walkedst on the foaming deep,
And calm amid the storm didst sleep:
O hear us when we cry to thee
For those in peril on the sea.</p> | <p>4 O Trinity of love and power,
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go:
Thus evermore shall rise to thee
Glad hymns of praise from land and sea.</p> |



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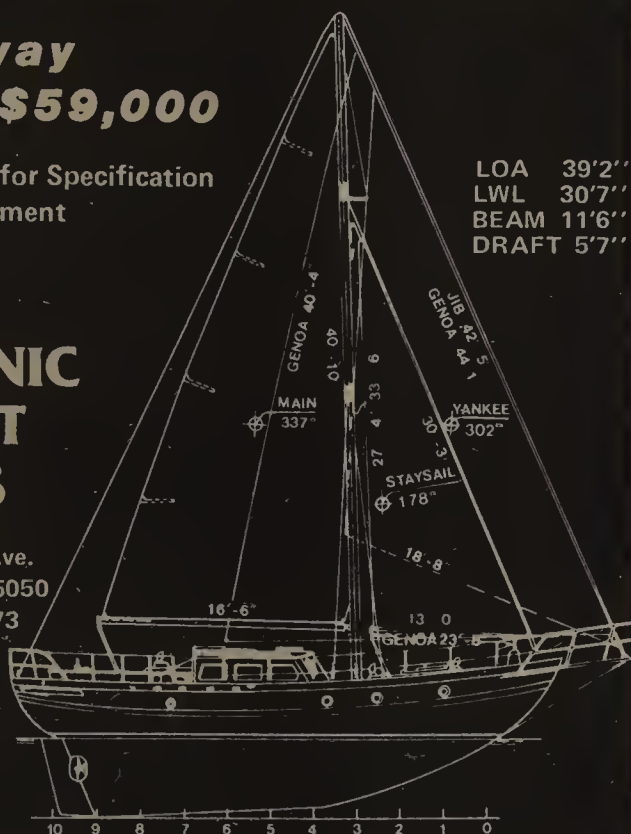
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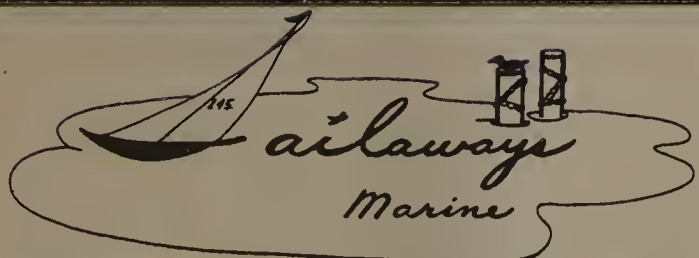
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CARAVAN IN THE CARIBBEAN

It is with sincere regret that we must announce that this is the final of three episodes of 'Caravan in the Caribbean'. There are no more. However, we do hope to pry more tales of the sea and sailors from Jan as soon as possible.

There is one island in the British Virgins, located about 40 miles NE of St. Thomas and 8 miles East of Virgin Gorda, where the charter boats never go. This is the low, atoll-like Island of Anegada which is the windwardmost island in the Virgin chain. It is 9 miles long, completely enclosed by a barrier reef and, extending about 10 miles from it's eastern tip is the treacherous Horse Shoe Reef upon which over 200 ships have foundered since Columbus' time, including galleons carrying diamonds and bullion, according to the "Treasure Diver's Guide." The chart claims that Anegada is 30 feet high, but they must have been measuring from the top of one of the islands two palm trees. In bad weather, it is said that the island is completely obscured. Horse Shoe Reef and the weather side of the barrier reef are exposed to the full fetch of the Atlantic Ocean. The outer edge of the reef continually breaks, while inside there are coral paddies scattering thickly, just barely breaking the surface. It is a navigator's nightmare, and to illustrate my point further, I offer these excerpts from the British Admiralty Chart: "numerous coral heads, ground swell breaks here, always breaking, breaks heavily, generally breaks, wk wk wk conspic wk . . . The White Horse (heap of dead coral, 3 feet high) . . . etc. The entire area is completely unlit. I understand that long ago when the Danes owned the islands, casualties became so great that the Danish Government placed navigation lights at strategic points on the reef. However, the citizens of Anegada soon discovered that by moving the lights, beachcombing became much more interesting. Today, Anegada is attractive only to native lobster fishermen (about 250 live there) and even the B.W.I. Tourish Bureau doesn't recommend it, other than to say that there are pink flamingoes in Anegada's salt ponds. The whole area was summed up best by a St. Thomas friend of ours: "It's a bad-ass place, man."

Whenever Commodore would ask me where I'd like to go on our week off following the charter season, naturally I would say: "Anegada." Treasure hunting had always appealed to me since I come from a long line of gold-diggers. My father was a weekend gold-panner and I have a paternal uncle who, with his \$200 Metal Detector, is detecting all the buried beer cans in Butte County. I suggested a diving excursion, proposed that we invite the local scuba expert, Red Raisch, his wife Sherry, and all his diving equipment. Red was wildly enthusiastic over the idea and so, in about mid-March, plans began to firm up for the Anegada Expedition which was to take place following our release from bondage, the second week in April. Every evening when we were in port, Red would stop by after conducting his Kon Tiki Diving School all day, full of plans and hearsay on Anegada's treasures. Soon our treasure map was brimming with riches. We had locations plotted for 17 cannons, several wrecks, beaches where gold coins could be gathered up (following a strong north wind,) as well as the wreck of the first Ondine (black, wooden 53' yawl) which hit the NE corner of Anegada about 5 years ago. Ondine had an 8 ton keel (16,000 lbs. @

10¢ per lb.) however, it was said to be unsalvageable because it had broken off at the edge of the reef while the rest of the hull had been thrown over into shallow water. Very soon Commodore and Red drifted away completely into fantasy. They were having long, serious discussions on such problems as: "How much of a cut should we give to Carton?" "How can we get 17 cannons aboard without scratching the varnish?" Red: "What shall we do about British Customs?" Commodore: "I should think that the 'International Salvage Code' would apply in this case . . . Finders Keepers." "Should we donate a few pieces to the Smithsonian Institute?" "Naw, sell it all."

A few days before sailing, we began to collect gear and equipment and the pier was piled high with lumber, chain hoist, crow bars etc., which Red had scrounged. But, it appeared that the expedition would need some capital backing and a few trips to the hardware store. Red rented a compressor for \$50. Commodore bought \$20 worth of plywood, then went back for hacksaw blades and blocks. The whole thing was getting out of hand, dollar-wise. When I would murmur a protest, Commodore would look at me scornfully and say something like "When we find the treasure chest, do you think we should throw it back for lack of equipment?" The eve of the expedition, we loaded everything aboard, using our mizzen boom to swing aboard the heavy items. The compressor was mounted handsomely on top of the stern davits. Passersby began to stop, stare and point. A few of the bolder ones asked what we were doing. "We're going on a treasure hunt, of course." Most thought we were mad, but a large contingent of the yacht skippers remarked that they sure wished they could go with us, but would never think of taking their own boats.

About 8 a.m., April 9, "Treasure Diver's Guide" in hand and Red's husky Tortola skiff towing astern, we steamed out of Charlotte Amalie harbor amid cries of "Don't forget to bring me a bag of gold doubloons, haw haw." After customs clearances, we went straight to Gorda Sound, anchoring there about 3:00 p.m., where Commodore and I were to be given scuba lessons. (Sherry does not dive.) We caught on quickly, although I had a problem with too much buoyancy. Commodore dropped a 5 lb. lead weight in the back of my pants and I sank straight to the bottom. Sometimes I think I should quit nagging. The next morning, we set out around Saba Rock in a pass about 6 ft. deep where only Caravan and a few other shallow draft boats can go. I was sent to the main spreader as lookout. Red followed, settling on the stbd side of the spreader. As soon as we got into deeper water, Caravan began to pitch and roll violently and we were hanging on for dear life. Commodore said I couldn't come down until I had sighted The Invisibles, a nasty clump of rock 3 ft. below the surface. A big needle fish suddenly scampered across the water, and oh, what was chasing it . . . an enormous barracuda!!! I was all for going home. Red had counseled that wherever there are coral reefs immediately adjacent to deep



Jan Tompkins



Commodore Tompkins



CARAVAN

We had locations plotted for 17 cannons, several wrecks, and beaches where gold coins could be gathered up . . .

Jan and daughter in Mill Valley, far from the Caribbean.



water (example: Horse Shoe Reef) there will be big fish. (We had seen barracuda 3-4 ft. long in tame charter boat waters and they had seemed friendly enough despite that toothy leer.) Red's theory was that fear waves traveling in lateral lines from a swimmer, will incite a shark to attack. His advice: "Exude confidence." Well, I had never seen a barracuda so big or so fast and I couldn't even exude confidence (laterally) way up there on the mast. Finally, we passed The Invisibles and I began inching my way down. Red is getting on for a diver and running rapidly to fat. He is not nearly so agile in the air as he is in the water, so I started down first. When I had struggled about half way down, I saw that Commodore had given the wheel to Sherry and was running forward to help me — my hero — my knight — in my hour of need he was coming — he was on the bottom rung, climbing fast — he's almost here. "Are you alright, Red?" he shouted as he practically stepped on my hand to get past me. Later, he righteously explained "I knew you wouldn't have any trouble, but old lard-ass Raisch looked like he was going to squeeze the mast in two."

About a half hour later, the sea smoothed down somewhat and we knew there were reefs to weather of us. The first object we saw was a wrecked freighter. Then we sighted the White Horse, although there were 2 other similar heaps of dead coral about 3 feet high not charted. (Last survey 1937.) I returned to my perch on the spreader. This time, Red did not follow, but stationed himself on the bowsprit. The view from the masthead was chilling. There was surf on two sides of us, the white line extending on our port side to the horizon where a low hazy scrub indicated the island of Anegada. As far as I could see inside the surf line were brownish-yellow coral heads. They were from 10 to 75 feet across, semi-circular, and the larger ones had centers which were awash, and at low tide, giant pieces of dead coral resembling logs and branches would appear. (At first, we thought they were all cannons.) The ocean looked like it had a bad case of yellow ringworms. Commodore asked from below "How does it look, Jan?" "It looks like a bad-ass place, mon."

There were a few advantages to the place. There was no surge inside the outer edge of the reef and the water was so clear, that it was possible to maneuver around the heads in daylight. However, it was much too deep to anchor between the heads and no swinging room if you could. We had a steady NE wind, 10-15. With me at the masthead, Red on the bowsprit and Sherry midway relaying directions to the helmsman, Commodore, we weaved our way to a point where East Point on Anegada, Pajaro Pt. on Gorda and White Horse lined up a certain way which was our first treasure site — "9 cannons, some of them bronze." Commodore inched Caravan up to a coral head and dropped the anchor on it in 3 feet. She fetched up nicely. When the engine was turned off, we felt rather desolated. There was not another boat in sight and no sound at all, except the booming of the surf. A shark was cruising in the shallows of a nearby coral head, wagging his dorsal fin at us. We decided to have

lunch. After lunch, nobody, including Red, felt like swimming — even the “Buddy system.” The Treasure Diver’s Guide recommends the buddy system because . . . “You have a 50/50 chance that the shark will eat the other guy instead of you.” We decided that we could spot cannons just as well by dragging besides the skiff. Commodore and Red took turns dragging with snorkels and face plates while Sherry and I peered at the bottom with a view plate. Horse Shoe’s bottom is the most beautiful underwater sight I have ever seen. It is the salt water equivalent of Puerto Rico’s rain forest. Everything is enormous and wild. In three hours scanning, we did not see a single beer can. The conspicuous was the Greek freight, *Rokus*, with a cargo of horse bones. Not a sign of diamonds or bullion. No cannons either. All we found were the biggest, toothiest, meanest looking sharks outside of Hollywood, California.

We had to get out of there early before the sun slanted, obscuring our view of the bottom. We hoped to find a safe anchorage for the night near the island. This took us to our next site — “Look for a small coral head in the shape of a J” — 5 cannons. When you look at them long enough, they all look like J’s. We anchored for the night about 1½ miles from the island in about 10 feet of water between wider spaced coral heads. The next morning, we decided to try another approach — ask the natives point blank where the treasure is. Red, Sherry and I outboarded over to the settlement while Commodore minded the boat. We tied up at the “town dock” in 2 feet of water and there was the lovely hamlet of Anegada spread out before us. No roads, just paths between hovels. To say that they looked like outhouses would be unreasonable flattery. The town is fronted by a muddy mangrove swamp. There are no stores, no shade. The ground is perfectly flat with a concrete-like coral surface dotted with potholes containing brackish, stagnant water. A thorny scrub covers most of the island. Truly it is a “Pimple on the ass of the British Empire” as Commodore was later to remark. There was a teenage boy named Allen working on a careened boat at the waterfront. He was very friendly, although obviously ignorant of the more important things in life. He didn’t know a thing about cannons, bullion, ingots, gold coins, diamonds. He even denied the flamingoes. He said there used to be one flamingo, but it flew away. He said he knew where the *Ondine* wreck was, and for \$3.50 and a chocolate ice cream cone, he agreed to take us there in our skiff. *Ondine* is about 3½ miles from the settlement and to reach her, you must pass through about a mile of shallows, 2-3 ft. deep. While enroute in this area, we saw two white sharks and a giant ray — so don’t think you’re safe in shallow water. After rounding East Point, we saw *Ondine*’s bow section and part of her deck lying on the beach. We traveled about a mile further through coral heads and shallows and, midway between the outer reef and the shore, Allen cut the outboard and pointed to a red object in the water. There was *Ondine*’s bottom in about 5 feet of water leaning against a coral head.

I think the ‘International Salvage Code’ would apply in this case . . . Finders, Keepers!

Raising treasure.



CARAVAN



Allen said it had been washed in during the last hurricane. Red and I were over the side in a flash with snorkles and faceplates. Red scraped away some of the paint on the very bottom with his knife and there appeared beautiful, gleaming, silvery, 10¢ per lb. lead — 16,000 lbs. of 10¢ per lb. lead. We happily paddled around our prize, taking rough measurements and giggling (my faceplate only leaks when I laugh.) It was about 14 ft. long, 12 inches wide, and 25 inches deep in the middle. We had found Anegada's treasure — \$1,600 f.o.b. St. Thomas.

The next day we were able to get *Caravan* to within 1½ miles of the keel, inside the barrier reef. The locals said no one had ever anchored there before. She was snug with two bow anchors and plenty of scope in 7 feet of water. Then we loaded the skiff and salvage operations got underway. At first, we kept a shark watch, but soon got so involved in the project that we didn't bother anymore. For three days, sun-up to sunset, Red and Commodore worked stripping the deadwood, sawing through keel bolts, flooping the keel over, standing it upright (with chain hoist and A frame made out of two 2 x 4's,) propping it in place. I performed some surgical nurse type duties: "HACKSAW" — "hacksaw," "AX" — "ax," "CROWBAR" — "crowbar", etc. Also, one day I tried to re-locate all the sea urchins out of the work area with the long handled tongs, but they just walked right back again. Essentially, it was a man's job and Sherry and I had lots of free time for beachcombing. Anegada's NE shore is the best beachcombing territory I have ever seen. In addition to millions of shells, glass balls which drift in from Portugal (Sherry and I collected 80 plus a lot of lovely bottles) the beach is littered with wreckage of ships of all sizes and ages. Some of Anegada's legends must be true. What fine treasures must lie outside the reef in 13 fathoms? At night, after returning to the mother ship with her hot showers and comforts, we would sit at the galley table, planning and sketching the rais-

ing phase of the project. Commodore figured that it would take 250 cubic feet of buoyancy to lift the keel. The plan was to sink 3 dinghies (we would have to rent two from the settlement) placed so that there was a dinghy on either side of the keel and one was over the stern section of the keel, bail them out and theoretically, the lead would be afloat. To get out of the particular reefy area it was in, the lead could draw no more than 3 feet. We would have to float it at high tide the 1½ miles to *Caravan*. *Caravan* would then tow it out to deep water. It would be sunk and with Red's scuba gear and *Caravan*'s big winches, we would raise it flush against *Caravan*'s bottom. Then, only 5 inches or so below our lines, we would triumphantly sail back to St. Thomas and the lead market.

After two days of work on the keel, we began to get into the greedy spirit of the thing. "Why should we split with Carton, anyway? He's only providing the boat." Me: "Don't you think we ought to share with the natives? After all, it is their lead and they helped us find it." Commodore: "Screw the natives."

Actually, the natives couldn't have cared less. They thought we were crazy anyway — sitting on a big yacht full of gleaming treasures and ice cream, slaving away at a hunk of worthless metal. And, getting into the water!!!! (The "jumbies" enter the head through the rain drops, you know, causing the dread "brain fever.") We were also beginning to look like fugitives from the Sierra Madre set, except that Sherry and I had no makeup artist to smear dirt provocatively around. Red's face was pink and blistered beneath my coolie hat he had borrowed. One afternoon after I had been beachcombing, swimming, sea urchin moving all day, Red glanced at me quizzically and asked: "Is that hair or worms?"

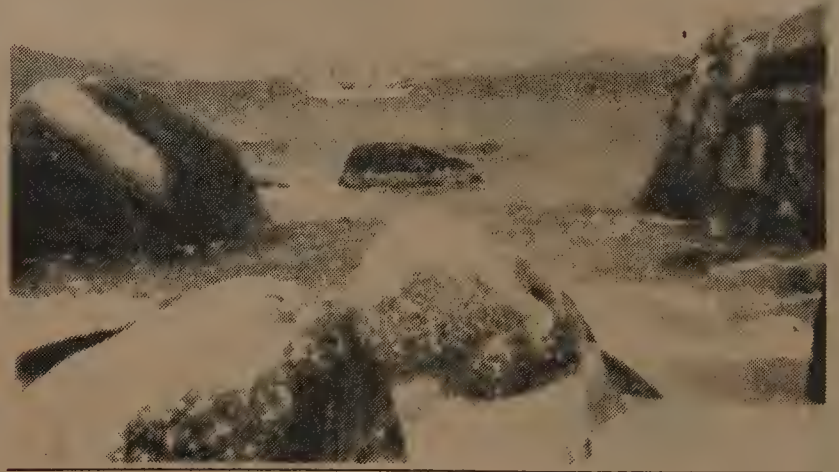
After three days, the keel was in position to go. Commodore and Red started off to the village to rent some dinghies, taking with them the entire contents of our safe — \$25.00. For \$18.00 and two chocolate ice cream cones, they were able to get (free delivery to our stbd side) two small rickety barges and one rusty saw. If we broke the saw, it was agreed, that we would pay \$2.00 more. One of the barge owners remarked that he needed the money to pay his "taxes." We were curious what the tax rate could be in such a Godforsaken, unimprovable hole.

Well, there was his Winchester rifle — he owed \$3.50 for that. And then there was the house. The British Queen demanded \$31.75 per annum for the house.

Meanwhile, back at the keel — we set out from *Caravan* in a long procession — Red steering the skiff, Sherry handling the two lines, Commodore and I poling the two barges over the coral heads, our little pram trailing behind. We assembled the "lifting rig" according to plan. The only problem was that the two barges sprung gigantic leaks when we tried to bail them out and started to disintegrate: The lead moved 1 inch up and the barges sank. The sun sank also about this time and we had to finish up in the dark. We anchored the dinghies for

the night and started blindly back in the direction of *Caravan*. Every few minutes, we would be aground and have to drag the skiff over the coral head. We were morose and defeated. All we had to show for our 6 days in Anegada was a sailbag full of glass balls, a few bronze screws and Ondine's mainmast step. The next morning, we returned the dinghies and for two pieces of dacron line, 1 can of paint and 1 bottle of rum, the owners agreed to overlook the damage to their boats.

That night we slept peacefully tied to a mooring can at Marina Cay. Next day, we set off for White Bay, Jost Van Dyke to check out our last site on our so-called treasure chart. A cannon reportedly nestled in the sand there in 4 feet of water. This is another place where very few boats go because there is a very shallow entrance (6 feet) between the reefs. We had been there twice before. We arrived about noon, had a leisurely lunch immediately after anchoring. Then, after lunch, we started half-heartedly swimming around, not really expecting to find anything. Commodore found a peculiar, coral encrusted thing sticking out of the sand, stuck a crowbar in the hole and sure enough, it was a cannon — an iron nine-pounder. After tugging at 8 tons, a 1/2 ton cannon was a snap. We only had to sink one dinghy to float it, swam it back to *Caravan* where it was winched up with two lines (Commodore called this rope trick a Spanish Burton) to the stbd side of the bowsprit. When it was lashed into position, *Caravan* took on a very war-like appearance. The whole salvage operation, including time out for picture taking, took two hours and we were back in St. Thomas by sundown, lowering our cannon on the city front (practically on the doorstep of the Customs House) for all of our waterfront skeptics to gape at. Our cannon was 5'8" long, and according to the "Treasure Diver's Guide," by the off-center position of the trunions, it was vintage 1760-1840, probably British. It had several bands around it, but we couldn't tell without chipping all the coral off, if there were any dates or inscriptions. By early the next morning, Red had found a customer for our cannon. I hated to sell it less than 24 hours after we had found it, but it was beginning to smell and cannon buyers don't come along every day. We took the cannon in Red's truck to the home of the new owner overlooking Pillsbury Sound. I thought he might back out when he saw and smelled all that coral and muck, but he proudly mounted it so it was sighting down his driveway and wrote out a check for \$250. A nightclub owner offered to buy the glass balls for 75¢ apiece. The expedition realized a net profit of about \$80 — not bad for amateurs — the real pros lose thousands. We were apparently too obvious for the customs people. They must have been off chasing sneaky types, because they never bothered us. Now everyone in the harbor is making plans to salvage the Ondine keel and there are many methods proposed: saw it up (it has two futile saw cuts on it already from the *Caravan* Expedition;) jack it up and melt it into pigs; float it off with barrels; drag it to the beach and boil it up — and many others. But, I would be willing to wager that Anegada will



keep her treasure for many more years to come.

We departed St. Thomas for the last time on April 22. There were many sad people that day watching their hot showers and soda fountain steam out the harbor. We stopped at San Juan to let off our overnight crew and visit some friends. They we sailed with crew to Nassau, a dull, motorsailing ride. At Nassau, the candidate for the next captain of *Caravan*, Thor Jensen, joined us. There is nothing notable about our 5 day stay in Nassau except that we looked up the widow of *Wanderbird*'s old bosun, William Palmer. We found Mrs. Palmer in a little house at Burial Ground Corner. She is blind and very frail — wavers between reality and religious fantasy. At first she thought Commodore was Jesus. However, she had a remarkable memory for detail about the *Wanderbird* and the Tompkinses. We went on a merry trip all over the native section of Nassau with Mrs. Palmer screaming at the taxi driver, "Stop here — honk your horn — back up" etc. etc. to see all the skipper's friends from 25-30 years ago and all of the Palmer kinfolk. She gave us many precious old photos of William and the *Wanderbird* which we were thrilled to acquire.

The trip from the Bahamas to Morehead City, North Carolina, was a drag, but a fast one with the Gulf Stream. We entered the Waterway at Morehead and right now we are at a shipyard in Norfolk getting our generator overhauled. As soon as the mechanics get off, we will be sailing to Stamford Conn. where our peeling topsides will be repaired for six thousand or so. At that point, we will be saying farewell to our little floating (sometimes) home away from home. Commodore will probably stay for the 12-meter activity this summer, but I should be heading west (where the "Better Class of People" dwell) within a few weeks.

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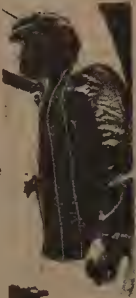
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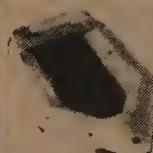


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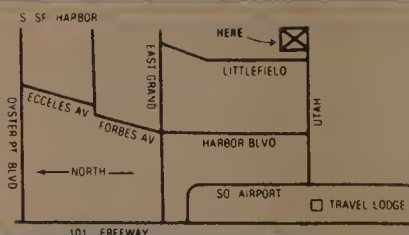
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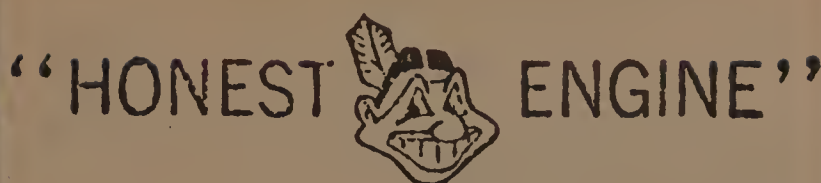
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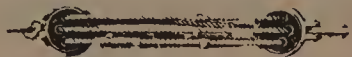
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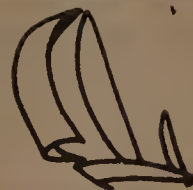
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- 38' Mason ketch, 1970, cruise vet w/5 pages of inventory.....62,000
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- 40' Atkin canoe-sterned cutter motorsailer, 1968.....50,000
- 40' Schock ketch with big inventory, beautiful.....49,500
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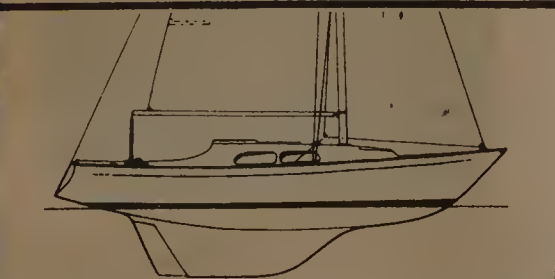
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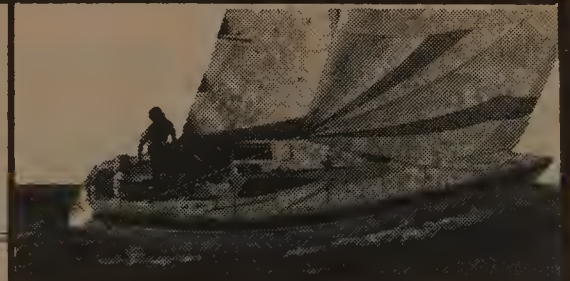
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BROKERAGE SAILBOATS

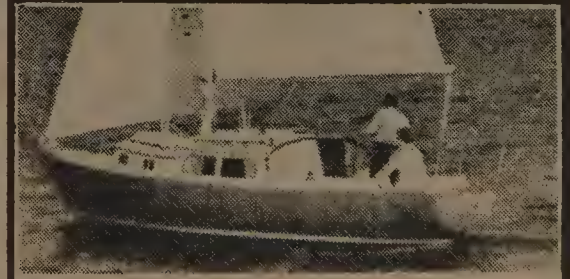
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41' C.T. Diesel Ketch	68,500
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40' Newporter Ketch	Try 45,000
36' Gaff Ketch by Stone	25,000
36' Banjar Ketch Motorsailer	97,500
34' Block Island Diesel Ketch	29,500
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32' Vanguard — Wheel — A1	Try 24,000
30' S&S Motorsailer	22,500
29' Columbla — Full Keel	3 from 17,800
28' Triton, Full Keel	2 from 17,250
26' Clipper With Trailer	8,900
26' Columbla MKII	12,000
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36' ISLANDER.....	50,000
36' COLUMBIA.....	37,000
35' ERICSON.....	44,000
33' RANGER.....	29,750
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29' CAL.....	29,900
28' PEARSON.....	29,500
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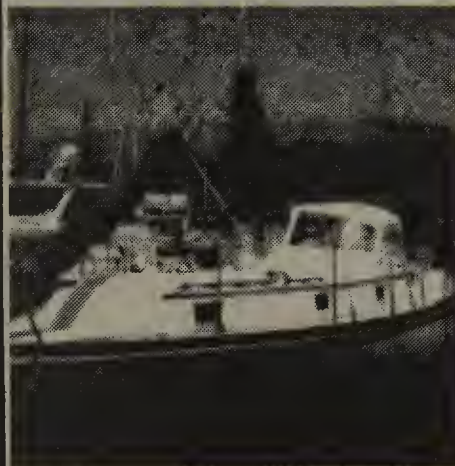
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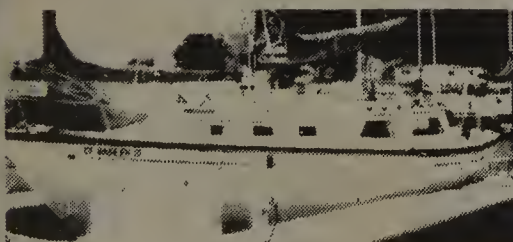
41' GULFSTAR, 1974.

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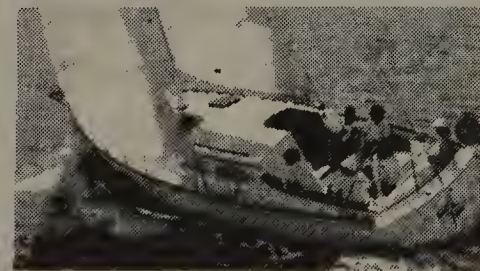


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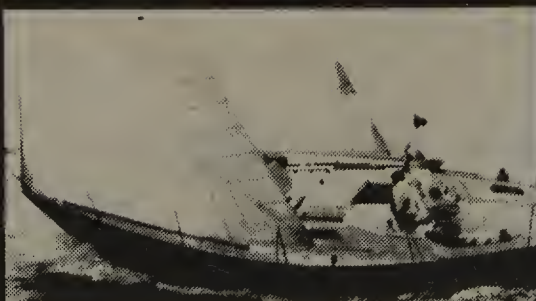


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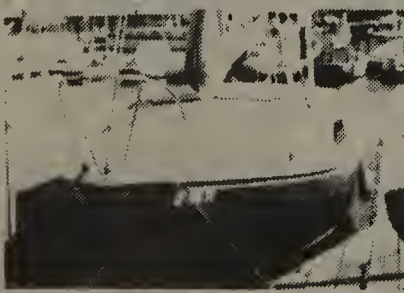
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5/16"	.12/ft.	1/2"	.30/ft.
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